

Navy News

JANUARY 1995 50p

THANKS A THOUSAND



WINNER of the first Sports Lottery "Happy Week" jackpot celebrates by taking a bath — in his £4,000 prize money.

S/Lt Andrew Higgins of HMS Campbelltown scooped the pool on the first occasion that all prize money was doubled, as it will continue to be on the last lottery week of the month.

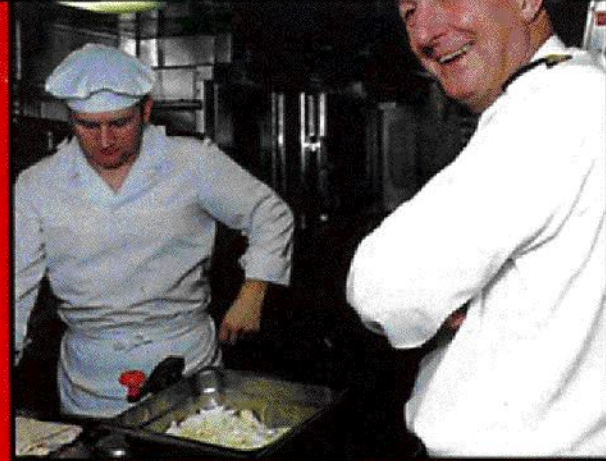
Since the Sports Lottery started in September 1991, £762,000 has been paid out in prize money and RN sport has benefited by £476,000.

IN HIS New Year message, the First Sea Lord thanked all members of the RN and RM for their "hard work, support and understanding during 1994."

Admiral Sir Benjamin Bathurst (pictured during a visit to HMS Vanguard — see page 17) said it had been a particularly busy and demanding year.

"Operationally you have been deployed worldwide in a variety of challenging situations and you have won widespread admiration for your resourcefulness, customary good humour and, above all, your notable achievements, often in trying circumstances."

It had been a turbulent year, but the Service had come through with considerable success. "The Navy Board is well aware of the need for some stability, and is striving where we are able to achieve that on your behalf."



Bosnia fliers in double trouble

ROYAL NAVY forces supporting UN operations in Bosnia lost a Sea Harrier in a flying accident and had a Sea King helicopter damaged by ground fire on the same day.

Both incidents occurred on December 15. There were no injuries.

The Sea Harrier pilot from HMS Invincible ejected safely over the Adriatic when a training mission went wrong. He was rescued by a Sea King helicopter from the Spanish carrier Principe de Asturias and was returned to Invincible.

Cause of the accident was being investigated as Navy News was going to press, and plans were in hand to salvage the air-

craft which was lying in 800 metres of water.

Almost at the same time, a Sea King from 845 Naval Air Squadron was hit by nine 20mm anti-aircraft rounds and eight small-arms rounds as it flew over Mount Igman in Bosnia.

The UN aircraft, on its way to Sarajevo to embark the UN commander, Lt Gen Sir Michael Rose, took hits in its tail pylon and fuel tank. It abandoned its mission and made a controlled landing 20km away at Kiseljak.

OVER 2,000 JOBS TO GO

UP TO 2,400 officers and men are to be released under a fourth round of redundancies affecting the Royal Navy and Royal Marines.

Announcing the cuts shortly before Christmas, the Second Sea Lord, Admiral Sir Michael Layard, said the redundancies were a result of the Defence Costs Study launched by the Government in July.

Although the scale of the reductions would be less than under the Phase Three cuts, a wide range of categories would be affected.

It is hoped that most of the redundancies will be voluntary, but it is expected that some non-applicants will have to be released to meet branch targets. Those selected will be in-

formed in June or July, and the reductions will take effect between next October and July 1996.

A DCI on the subject will be published later this month and in March a signal will be released giving numbers required in each category.

Applications for voluntary redundancy must be received by the end of that month.

Although there may be limited scope this year for those seeking second open engagements, the selection boards have been deferred until November.

Detailed lists are yet to be announced, but certain categories have been listed as definite-

● Turn to page 15

Greenwich set to lose naval college

THE RN College's 120-year association with Greenwich is set to end under new proposals announced by the Defence Secretary.

Malcolm Rifkind said that following a study, the Army Staff College at Camberley had emerged as the most appropriate and cost-effective site for a Joint Service College. Staff training at RAF Bracknell

should also end.

He said the proposal should be the basis for consultation, and a consultative document would be issued soon.

Mr Rifkind said there was a need to find suitable occupants for "such an important site" as RNC Greenwich. Among those being considered was the Defence School of Languages at Wilton Park, Beaconsfield.

● Turn to page 12

Sea Harriers being recovered on board HMS Invincible shortly before one of them crashed during a training exercise.



CLIMBERS CAUGHT IN AVALANCHE

IN HINDU Bara Shigri means Big Ice, a term two Royal Navy lieutenants came to understand only too well when they took part in the British Bara Shigri expedition and became the first climbers to scale a previously unclimbed peak.

The mountain has been named Tika Parbat (Fine Mountain) after Lt Paul Hart whose nickname is Tigger and details have been sent to the Indian Mountaineering Federation to be registered.

Lts Paul Hart, from the Royal Marines Commando Training Centre, Lympstone, and Gari Jenkins, from Royal Naval College, Greenwich, joined the team as medic and photographer in an attempt to climb Mount Shigri Parbat (23,000ft) and one unclimbed peak (21,100ft).

It was after they had reached the summit of the previously unclimbed peak and started their hazardous ski descent of the mountain

that the pair came closest to disaster.

"We came to one particularly tricky bit that was heavily crevassed and very steep," said Paul Hart. "I was leading and because I was so tired I decided to take the easy option and try and traverse the slope on skis."

"I had covered about 60 yards when I heard Gari shouting. I thought I'd dropped something but as I turned around the whole area I had just covered was swept away in an avalanche. I was right on the edge, so close that the back of my skis were hit and I was knocked to the ground. It was only the fact that my backpack stuck in the snow that I wasn't carried with

it."

The snowfield swept silently down the mountain and over the edge of a 4,000ft rock face but luckily Paul and Gari were able to continue with the ski descent and arrived back at one of the lower camps some hours later.

Earlier in the mission the pair had come face to face with disaster during their attempt on Mount Shigri Parbat. They had got within 700ft of the summit before bad weather forced them to set up camp on a ridge at over 20,000ft.

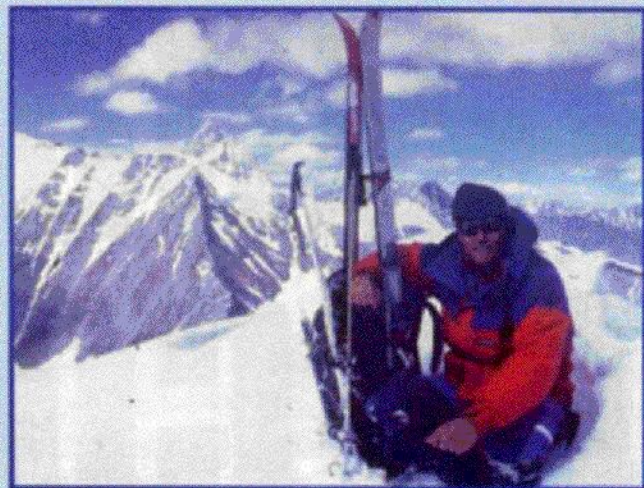
White-out

Unfortunately conditions deteriorated even further and for the next nine days they were unable to move from the ridge, enduring complete white-out conditions and average temperatures in their tent of minus 25 degrees C.

To make matters worse they began to run out of food because porters had had to turn back on the initial ascent due to altitude sickness and at the end of the nine days they had lost over 20kgs in weight.

On the morning of the ninth day Paul and Gari decided to ski off the mountain but not before attempting and succeeding in reaching the summit of the unclimbed peak.

Safely back in the UK after their adventure, the lure of the mountains is already calling them back and both men are looking forward to taking part in an expedition to climb the Nun and Kun peaks in Kashmir, Northern India.



● Lt Gari Jenkins takes a breather to admire the view of the Western Himalayas.



● Lt Paul Hart during ascent of the unclimbed peak, Tika Parbat.

Dockyard trust is formed

A PORTSMOUTH Royal Dockyard Historical Trust has been set up to continue the work of the society formed by dockyard workers in 1982 to save and preserve dockyard artefacts.

Official trust status will improve opportunities to develop the original aims of the society and, it is hoped, will lead to the establishment of a dockyard museum.

Some artefacts are already on show in the Dockyard Apprentice Exhibition in Boathouse No. 7 and other relics will be displayed in the Dockyard 500 Exhibition to be staged next year in Boathouse No. 6.

● Under-Secretary of State for National Heritage, Viscount Astor, visited Portsmouth Historic Ships last month. He toured all the attractions and was introduced to members of staff.

JACIG REACHES FOR THE SKIES



SEAN Harris, sensor expert from the Aircraft and Armament Experimental Establishment, Boscombe Down, explains the functions of the panoramic cameras fitted to the Open Skies Andover aircraft to the Deputy Chief of Defence Staff (Commitments), Vice Admiral Nicholas Hill Norton, during a visit to the Joint Arms Control Implementation Group, RAF Scampton.

The Admiral was also briefed on recent operations, the internal training programme and UK preparations for participating in the Open Skies Treaty. The treaty is a step forward in relations between East and West and allows freedom of flight, within treaty specifications, over any part of the territories of participating states.

Directors' role for officers

WITH the advent of the New Management Strategy (NMS) and the established practice of widespread holding and controlling of budgets within the MOD, the Institute of Directors (IoD) is now prepared to consider senior officers of the Armed Services as being eligible for full membership of the Institute.

A standing scrutiny committee will examine all applications to ensure the necessary status and experience before submission to the IoD secretary. It is aimed at the director rather than the manager and full membership entitles the use of the initials MInstD.

For all those eligible and nearing resettlement membership will bring benefits in terms of qualification opportunities, research facilities and training.

Election to full membership involves completing an application form available from the Services Employment Network (tel. 071 305 3780/3631, fax 071 632 5431/2) who also hold

IoD briefing brochures. The process usually takes about a month after submission and successful candidates are then informed of the outcome by letter.

Payment by credit card or cheque for the first year's subscription of £160 — which is tax deductible — should accompany the application form, as should the £160 one-off election fee.

Completed application forms should be returned for consideration to Colonel Hugh Sanders, Services Employment Network, Room 538, St George's Court, 14 New Oxford Street, London WC1A 1EJ.

Options for MQs

IN A statement to the House of Commons the Secretary of State for Defence, Malcolm Rifkind, announced that the merchant bank Nat West Markets has been engaged to consider options for transferring the married quarters estate to the private sector after the original proposals for establishing a housing trust encountered difficulties.

He also announced the intention of setting up a new integrated Tri-Service housing organisation, the Defence Housing Executive (DHE) to manage the estate as an entity rather than on single-service lines on which it is currently managed. The DHE will assume responsibility for management and maintenance from

April 1.

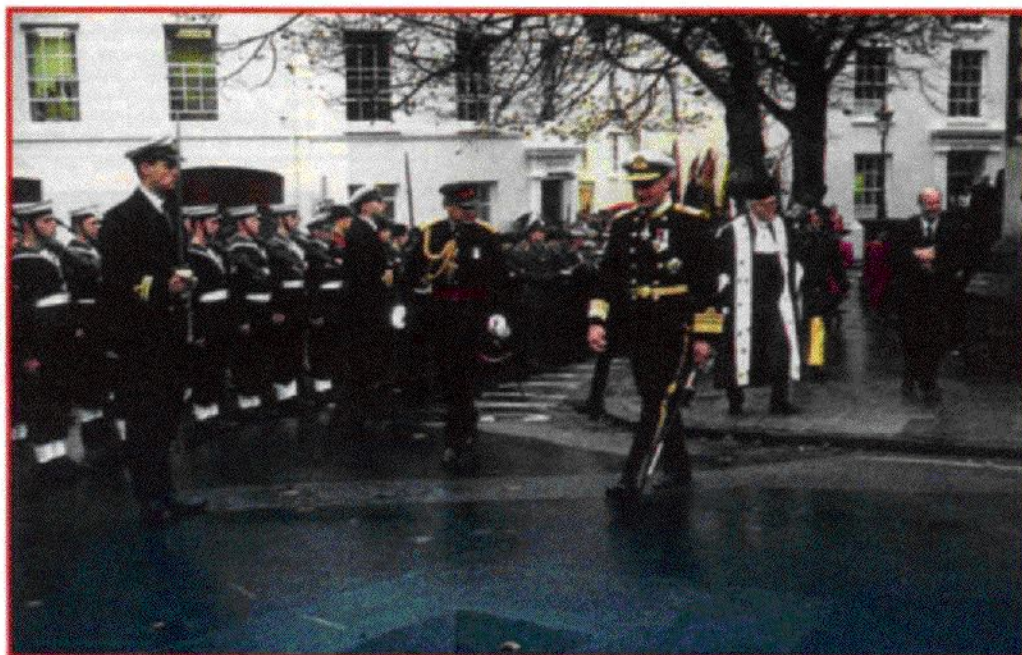
The aim is that the DHE will introduce better housing practices in order to provide an improved and more efficient service. Transfer of married quarters estate responsibilities to the DHE should be a gradual transition taking into account the best interests of staff and married quarters occupants.

Much work still remains to be done before a final decision can be taken about the eventual ownership of the married quarters estate. Considerable importance is therefore attached to the development of the Tri-Service DHE as a first step towards considering the way in which the estate is to be managed.

Admiral sworn in

HIS Excellency Vice Admiral Sir John Coward leaves the Royal Court House, Guernsey, after the Ceremony of Swearing In, the first time in 25 years the Governor of Guernsey has been a naval officer.

The guard of honour was provided by officers and men of the Portsmouth command, trained by the lead school for RN ceremonial training based at HMS Dryad. Parade Commander was Lt Cdr Neil Hall and First Officer of the Guard was Lt Jason Bagdaley, both from HMS Dryad.



ARCTIC GIRLS

A JOINT Services all-female driving team, including Lt Jane Fulcher, from MOD London, won the Off Road Class during Arctic Super Challenge 94, an eight-day 7,500km marathon through Scandinavia, Russia and the Arctic Circle.

The Vauxhall Maidens, as they were known, drove a new Vauxhall Monterey LTD 3.1 turbo diesel during the gruelling test of driving expertise, navigational skills, stamina and team work.

Pensions plan to recover losses

EX-NAVY PERSONNEL who have suffered financial loss as a result of being given bad advice over opting for personal rather than occupational pensions are among those who can seek redress as a result of a statement by the Securities and Investments Board — the chief investments regulator.

The SIB concluded that some sales of personal pensions in the past took place on the basis of bad advice not given in accordance with rules then in force.

In their statement the SIB sets out in detail how firms responsible for sales of personal pensions should review their cases and how in any instances of mis-selling, redress should be provided. Meanwhile the Personal Investment Authority, a new regulatory body, is setting up a pensions unit to examine cases sold by firms which are no longer in business.

Aim of the review system is to compensate by putting victims of mis-selling in a financial position equivalent to that in which they would have been had they not acted on bad advice.

The process will be supervised by the regulators, and many people will be contacted by the firm which sold their pension or by the Pensions

Unit seeking information to decide whether further investigation is required.

An explanatory leaflet, "The Investor's Guide", is being distributed widely and will be available from public libraries and Citizen's Advice Bureaux.

The reviews will take at least two years, priority being given where financial damage has been caused and has had the most impact. The priority groups include investors who have died or retired.

A review will also be granted on request of personal pension holders.

Anyone who feels they were mis-sold a pension should contact the Compliance Officer at the head office of the pension provider. If there is a delay in reply or the pension holder is unhappy with the outcome the complaint can be referred to one of the following:

The Insurance Ombudsman or the Unit Trust Ombudsman, both at 31 Southampton Row, London WC1B 5HJ; or The Investment Referee 6 Frederick Place, London EC2R 8BT.

In the case of serving personnel, the Armed Forces Pension Scheme already allows personnel who have opted out of the scheme — or elected not to join — one chance to rejoin provided that their medical fitness is satisfactory and they are under the age of 55.

Credited

Personnel who rejoin the AFPS may transfer into it their accrued benefits from their personal pension plan. They will then be credited with the amount of service in the AFPS which the transfer payment will buy.

Their service while out of the AFPS can only be restored in full where the transfer payment is enough to meet the full costs.

Personnel who have left the Service will not be able to rejoin the AFPS.

The Officers' Pensions Society last month launched a campaign for improved pensions for war and Service widows with a motion in the Commons asking for:

- A pension for life for war widows and one of at least half that of their late husbands for the widows of servicemen.

- A pension related to his years of service for the widow of a serviceman whom she married after he left the Service.

OPS Secretary Maj Gen Sir Laurence New told Navy News: "We hope this all-Party 'Victory Year' motion will attract the signature of every Member who is not deterred by convention from doing so."

"Our hope is that Parliament, the media and the public, who were so supportive during the 1989 War Widows campaign, will help us to complete this unfinished business."

Home from the Adriatic — OM(UW) Matthew Galloway of HMS Brave is met at Devonport by his wife Michele and baby son Josh.

Brave faces



Families sent to Coventry

MORE than 50 wives and families were reunited with their partners when HMS Coventry took a break from Adriatic duty to spend Christmas at Gibraltar.

They had flown out to meet the Type 22 frigate which left UK in November to relieve HMS Brave as escort to the aircraft carrier HMS Invincible.

Earlier in December, Coventry had her first run ashore since she left, paying an informal visit to Naples.

During her first month on deployment the frigate was visited by the C-in-C Fleet, Admiral Sir Hugo White, rendezvoused with Invincible

north of the Palagruza Strait, and spent much of her time on station and in defence watches just outside the territorial waters of Montenegro.

Coventry is acting as support of the UK Land Forces in Bosnia and providing protection to Invincible and her Deny Flight operations. Her task is national, unlike the other two British frigates in the area, HMS Cumberland and Campbelltown, attached to the NATO forces enforcing the embargo on the former republic of Yugoslavia.

D-Day medal

NORMANDY veterans who missed receiving the commemorative medal issued by the Normandy regional government after they failed to meet the deadline for applications will have theirs posted on to them.

Some 1,400 ex-servicemen who were unable to make the trip to France for the D-Day anniversary received the medals at a ceremony at Portsmouth.

Earls Court street party

NEXT year's Royal Tournament will take the 50th anniversary of the Allied victories in Europe and Japan as its theme — finishing with a huge street party in the arena which the audience will be invited to join.

The annual family spectacular will be held at London's Earls Court from 18-29 July and tickets will be available from the Box Office (tel. 071 373 8141) from January 3.

'I will now *not* amuse the fleet. . .'

"Here Nelson fell. . . I'm not surprised — I nearly tripped over it myself."

For over 150 years the plaque, raised on a wooden plinth, marking the spot on the quarter deck of HMS Victory where the Royal Navy's greatest admiral was mortally wounded during the Battle of Trafalgar, has been the butt of variations of the above quip.

The joke even found its way on film — it was custom-made for Kenneth Williams in 'Carry on Jack'.

But it has come to be an embarrassment for the HMS Victory Guides who conduct hundreds of thousands of visitors around the ship in Portsmouth Historic Dockyard each year.

So now her Commanding Officer, Lt Cdr Mike Cheshire, has ordered it be set flush with the deck.

- There will soon be another square-rigged wooden wall alongside the Victory —

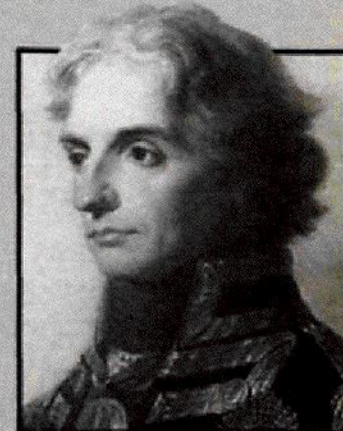
the Jubilee Sailing Trust is to start building its second 'tall ship', the barque Lord Nelson 2, in No 1 Dock this year.

The site between the Victory and the Royal Naval Museum will be open to the public as a working shipyard as a team of professional builders set to work with the help of an army of volunteers, many of whom are disabled.

Disabled

The Trust was founded in 1978 to promote integration between able-bodied and physically disabled people.

The venture ties in with this year's celebrations to mark the 500th anniversary of the first dry dock in Portsmouth.



IN BRIEF

Entertainers Richard Stilgoe and Pam Ayres visited HMS Illustrious to record items for 'Stilgoe's Around', later broadcast on BBC Radio 4.

Cdr Tim Howard-Jones, ex-FAA, is the new Bursar of West Hill Park School, Titchfield.

AT a sale of Sotheby's last month a copy of Nelson's battle plan for Trafalgar was sold for £65,000, while other Nelson memorabilia belonging to the Earl of Northesk — descendant of the admiral's third in command at the battle — went for a total of over £360,000, more than twice the estimate.

The last Taranto Night at RNEC Manadon before the college closes this year was attended by over 200 Air Engineer Officers of the Fleet Air Arm — 60 per cent of the branch.

The National Maritime Museum has begun a special programme of tours for hard-of-hearing and visually impaired visitors. Tel: 081 293 9618 for details.

Plans are being studied for a gymnasium in the disused Long Room restaurant at the Naval and Military Club, Piccadilly.

A model of the Type 21 frigate HMS Active, formerly gracing Blackburn RN Careers Information Office, now has a new home in the museum of its affiliated Regiment, The Queen's Lancashire Regiment, at Fulwood Barracks.



ACQUIRING THAT COMMON TOUCH

LONGER SHORE TIME LIKELY FOR CHIEFS...

AS the Scheme of Complement reductions take effect in various areas it is likely that during 1995 there will be an overbearing of CPOMEA(ML)s, possibly resulting in a lengthening time ashore between sea drafts.

While some will be delighted, there are many who are concerned at the prospect because of the need for sea experience to further their careers. If you are one of those keen to return to sea, consider ticking the boxes on a DPF to indicate that you are willing to go early out of turn or at short notice.

Flexibility

This gives Drafty the extra flexibility to fill jobs when they come up unexpectedly and, more importantly, allows greater scope to meet an individual's preferences. Few realise that the willingness to move at less than normal notice will only be used to obtain a preference draft.

● If you wish to extend your sea time you must get your C240 in early, before your relief is nominated. Drafty will be aiming to detail your relief at least six months before your estimated relief date.

Think ahead and if you are not sure of your date, check with your divisional officer.

YOU will have heard the rumours, possibly read the DCIs and maybe even seen the Roadshow but do YOU know how MEBD will change your life?

During 1995 the implementation of Marine Engineering Branch Development will be gathering pace, taking the branch into a new era (no pun intended: for "young" readers, ERA used to stand for Engine Room Artificer). Here, briefly, are a few of the changes that may interest you:

New entries. The first ME Branch ratings to join under MEBD are in the Fleet. Last November, eight Common

Mechanics, all females, joined ships at the end of their Part II training course at HMS Sultan. After 18 months at sea — during which they must complete a newly designed Task Book, obtain Parts A and B of the new MEM Operating Certificate and pass the PQE for MEM1 — they will return to Sultan for the new MEM1 Career Course. The selection for (M) or (L) sub-specialisation will take place when they join the roster for A/LMEM.

Apprentices

The first apprentices have joined under the new MEBD scheme to train as Common Artificers. After a short period of initial training, 13 MEA Apps left Sultan last October and joined ships for a year's training at sea.

On completion they return to Sultan to continue their apprenticeships with a much better appreciation of the job for which they are being trained.

Currently serving MEM(M)s and MEM(L)s — do not delay obtaining a full AMC. If you joined before last April you must obtain a full AMC by April 1996.

Failure to reach this stage will mean that you will have to start again with the new Task Book and obtain Parts A, B and



'You dare call me common...!'

C of the MEM Operating Certificate before qualifying for Scale B pay and advancement to A/LMEM. (See DCIRN) 110/94 for details).

Watchkeeping qualifications for advancement. Be aware, if you are advanced to LMEM with a basic date after September 1, 1995, you will have to gain the MEOOW2C for advancement to A/PO-MEM. If you are advanced to POMEM with a basic date after September 1, 1995, you will require the MEOOWC for promotion to CPOMEA.

Course change

Sultan Courses. Under MEBD the course number, title and content of most courses will change. By the end of March, courses such as the ADHULL, ADICE, ADFRIG, MHULL and MICE all cease although they will remain an acceptable qualification for many billets as an alternative to the new courses which are now shown on schemes of complement.

After April, artificers and senior-rate mechanics may well find themselves drafted to one of the new courses in preparation for their next job.

De-enrichment. Over the next ten years a number of CPO artificers in sea and shore billets will be relieved by senior-rate mechanics, the mechanics

having first completed the relevant new maintenance and craft ADQUAL courses.

Making these changes within the ME Department of a ship is, however, a little more complex than it may at first seem.

Take as an example a Type 42. Currently in the ME Department there are five CPO(ML) artificers with the following ADQUALS — one ADGAS, two ADICE, one ADFRIG and one ADHULL.

After the MEBD changes have been implemented the same Type 42 will end up with four CPO(ML) artificers — one ADGAS, one ADIESEL, one ADHIPS and one first sea job CPOMEA with no ADQUALS. The remaining CPOMEA(ML) will be replaced by a CMEM(M) who has completed the ADSHIPS course.

Expertise

The two CPOMEA(EL) billets also change, one being filled by a first sea job CPOMEA and the other by a CMEM(L) who will have completed the new ADMANTL course.

In making these changes ship by ship, Drafty will have to take care to follow a strict sequence to avoid the loss of vital expertise within a Department. Some organisation changes will be necessary in the receiving ships to align the sys-

THE TEAM

THERE has been change at the top, with Cdr Mike Phelps, the ME drafting Commander for the last three years, being relieved by Cdr Neil Stefanie. With other recent changes the team and extension numbers are now:

ME Drafting Commander and WO appointer	Cdr Neil Stefanie	2574
Correspondence	Ms Cristal Phillips	2152
ME artificers' drafting officer	Lt Cdr Stan Mault	2572
CCMEA(EL)/CPOMEA(EL)	CCMEA John Adams	2515
MEAs under training	POWWTR Carole Costello	2576
CCMEA(ML)/CPOMEA(ML)	Lt Cdr John Fisher	2514
ME Mechanics drafting officer	POWWTR Yvonne Harvey	2514
CMEM/POMEM(M/L)	CPOWTR Pete Wallace	2577
LMEM(M/L), MEACC and LROC	POWEM(M) Mick Merritt	2578
MEM(M/L)	LWTR Mark Tolian	
	WTR Jason Humphries	

tem and equipment responsibilities of each section to the coverage of the new ADQUALS.

Drafty is now identifying CPO and PO mechanics to undertake the first of the new courses and fill de-enriched billets, particularly at sea.

Courses start in May to enable the first billets to be filled at sea at the end of the year. Any senior-rate mechanic who may wish to be considered for this enhancement of their skills should make a request by C240.

These, then, are just a few of the changes which will increasingly impact on all of us serving in the ME Branch as the branch is shaped for the future. Read the DCIs, BRs and other information, and if in doubt — ask.

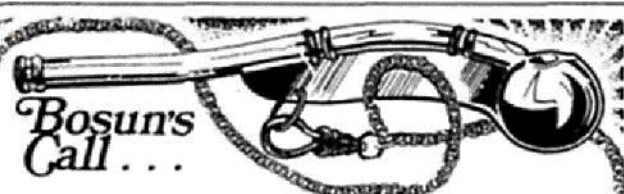
● IF YOU are interested in any of the following, forward your C240 to Drafty: all mechanics — Northern Ireland and the Falklands, junior rates — Royal Yacht service, leading rates — Diego Garcia.

Instructors wanted...

THERE is always a requirement for senior-rate mechanics to be employed ashore as instructors.

To find the right people for these jobs, Drafty relies heavily on divisional officers completing the relevant boxes on the DPF correctly and honestly.

Those who indicate on the DPF that they are not a volunteer for instructional duties, limit the chances of a first preference shore draft, particularly in Devonport.



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WHAT IF

There Is No Cure for Aids?

LOOK FOR THIS SPACE NEXT MONTH

Avenger wins Fleet award posthumously

A "POSTHUMOUS" award to the frigate HMS Avenger, sold to the Pakistan navy last autumn, is presented to her former commanding officer, Cdr David Durston.

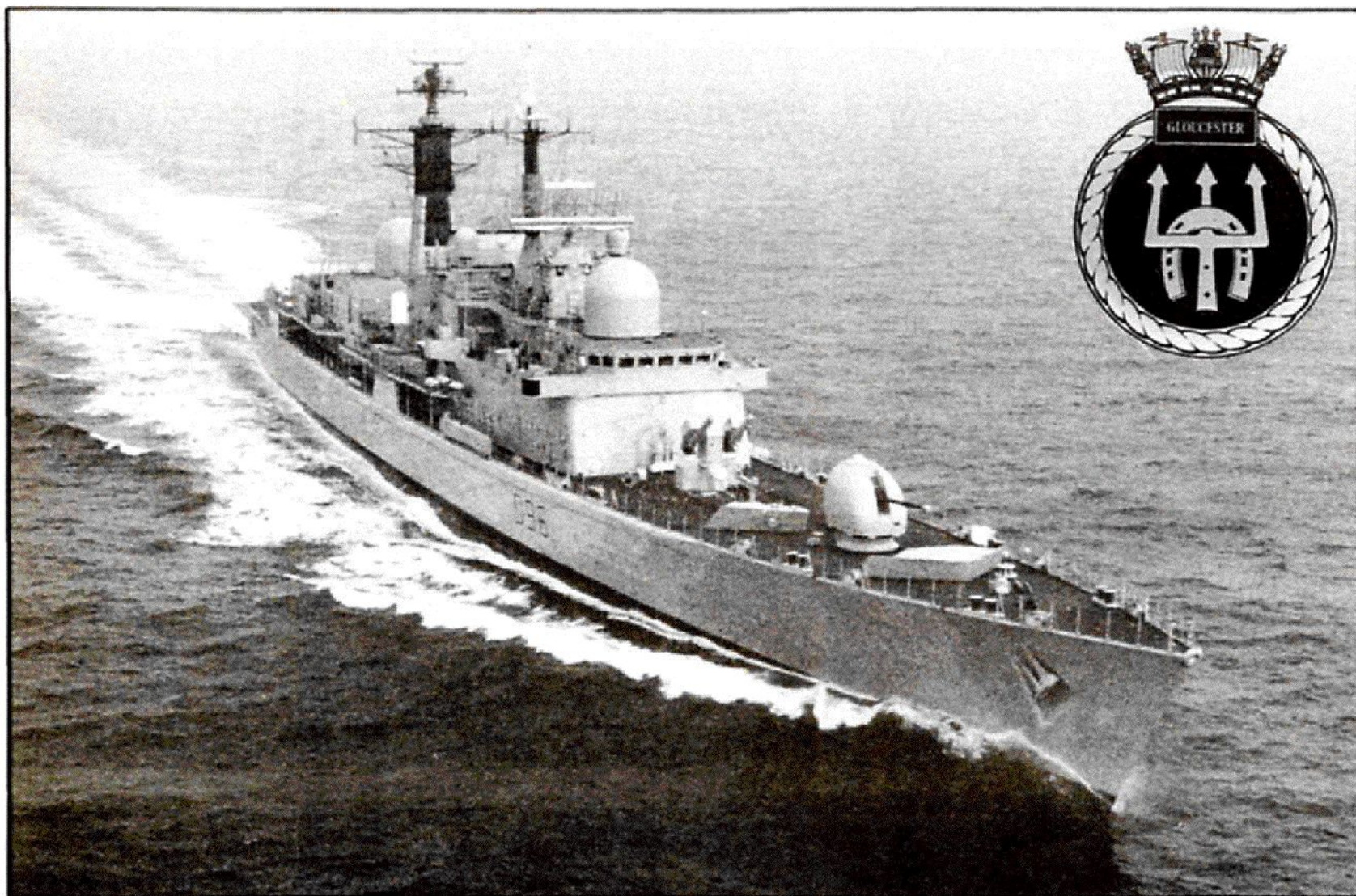
The Desmond Wettern Fleet Award, for the vessel or squadron which has done most to project a positive image of the Royal Navy, was presented to Cdr Durston by Mrs Gillian Wettern, Desmond's widow.

The ceremony was held in HMS Marlborough at Devonport and was attended by the Avenger's former public relations officer, Lt Peter Rambaer on loan service from the Belgian navy.

Among the events which contributed to Avenger's win was a highly successful visit to former Soviet nations and a highly publicised anti-drugs operation in home waters.

The award, commissioned by Mrs Wettern in memory of her husband who was a distinguished journalist, takes the form of a decanter which must be kept full.





Builder: Vosper Thornycroft, Southampton. Laid down: October 26, 1979. Launched: November 2, 1982. Accepted into service: May 16, 1985. Pennant no: D96. Length: 463ft. Beam: 49ft. Displacement: 4,500 tons. Ship's company: 26 officers; 81 (maximum) senior rates; 193 (maximum) junior rates. Maximum speed: 30 knots plus. Main machinery: Two Olympus gas turbines (high speed); two Tyne gas turbines (cruising); controllable pitch propellers. Weapons: Sea Dart medium-range anti-aircraft missile system; 4.5in Mk 8 automatic gun; 2 x triple-barrelled torpedo tubes; 2 x 30mm BMARC guns; 2 x 20mm BMARC guns; 2 x 20mm Oerlikon guns. Aircraft: Lynx helicopter.

GALLANT CRUISER

SIX of the 13 battle honours awarded to HM ships Gloucester were won by the first vessel of the name, a 52-gun third rate built in 1654 as part of the great Commonwealth naval programme.

Her end was as spectacular as her career; in 1682 she was wrecked off Yarmouth. Many of her ship's company were drowned, but among the survivors were the Duke of York (later King James II) and John Churchill (later the Duke of Marlborough).

Six further men-of-war inherited the name, but none matched the fame of the first. The eighth HMS Gloucester was a 4,800-ton cruiser launched in 1909.

Mediterranean

Predecessor to the current destroyer was a 9,100-ton cruiser launched in 1937 and armed with a dozen 6in guns. She was in the Red Sea when the Second World War was declared, but joined the Mediterranean Fleet in early 1940.

In less than a year's service in the Mediterranean she won five battle honours but lost 800 men including two COs. She was sunk by dive-bombers in 1941 near Crete, while picking up survivors of ships sunk by German aircraft.

Commander-in-Chief in the Mediterranean, Admiral Sir Andrew Cunningham, called her "the gallant Gloucester" and observed, "She had endured all things, and no ship had worked harder or had had more risky tasks."

Battle honours: Lowestoft 1665, Four Days Battle 1666, Orfordness 1666, Sole Bay 1672, Schooneveld 1673, Texel 1673, Ushant 1747, Jutland 1916, Calabria 1940, Matapan 1941, Crete 1941, Mediterranean 1941 and Malta Convoys 1941.

ONWARDS AND UPWARDS WITH HMS GLOUCESTER

HMS GLOUCESTER entered refit in Rosyth in February 1993 and over the next 15 months her four main engines were replaced and all other machinery was overhauled or replaced as necessary.

The refit, which cost more than £30 million, also included a complete structural survey of the ship's hull. She has been given a clean bill of health for at least 20 years.

Gloucester is one of the Royal Navy's four "stretched" Type 42 destroyers — the others being HM ships Manchester, York and Edinburgh — whose hull design was lengthened to enhance their sea-keeping and improve their endurance over their predecessors in the class.

Built by Vosper Thornycroft at Woolston, Southampton, HMS Gloucester was launched on November 2, 1982 by the Duchess of Gloucester, who

was also principal guest at the ship's commissioning in September 1985.

An intensive period of trials and training exercises brought the ship up to full operational efficiency in August 1986. Her varied and demanding commission since then included operations in the Gulf of Oman in 1991 and more recently in the Adriatic.

Enhanced

Gloucester is now back in action again — and better than ever. Her fire control radars, target indication, radar handling and combat management systems, were all enhanced during the refit and a new jammer and decoy system installed, significantly enhancing her operational capability.

Other refit work included gutting and re-equipping the ship's galley, and modifying her accommodation to allow her to take women to sea.

It was on March 2 that the

ship's company moved on board and some two months after that the CO, Cdr Chris Parry, joined and assumed command.

On June 8 HMS Gloucester slipped from the Rosyth Dockyard to begin a period of comprehensive propulsion system trials. Though not without the occasional hiccup, they were successfully completed in August.

Trials to prove the fighting efficiency of the many weapon system modifications followed. After a break in Avonmouth and a visit for the ship's company to Gloucester's namesake city, the destroyer resumed the weapon system trials programme. An assisted maintenance period in Portsmouth, during which the ship was re-dedicated, was followed by ... yes, more trials.

HMS Gloucester's schedule was then headed by a brief visit to Antwerp, basic operational sea training at Portland, a Joint Maritime Course Exercise with

other NATO ships and a visit to Bordeaux in April.

Later in the year HMS Gloucester will undertake a seven-month deployment.

The Royal Navy's Type 42 destroyers form the backbone of the Fleet's anti-air warfare forces with their medium-range Sea Dart missile systems.

They are also armed with a Vickers single-barrelled automatic 4.5in Mark 8 gun, which has a high rate of fire and is capable of engaging both air and surface targets. It also performs well against shore targets in the bombardment role.

Self-defence

Close-range self-defence is provided by Vulcan Phalanx, a 20mm anti-missile/anti-aircraft, six-barrelled Gatling-gun, controlled, like the Sea Dart and Mark 8 gun, by radar.

For anti-submarine warfare HMS Gloucester is fitted with an active sonar set for the detection of submarine targets.

The set feeds into the ship's computer system, which in turn provides aiming data for the two on-board triple-barrelled torpedo tubes and assists the controller to position the Lynx helicopter to attack with its own air-launched homing torpedo.

The helo can also carry the Sea Skua air-to-surface guided missile. Its powerful radar extends the ship's detection range against enemy surface forces.

HMS Gloucester has comfortable accommodation for her company of some 280 officers and ratings. The ship has a well-equipped sick-bay and a well-stocked library.

As well as the link with the city of Gloucester, HMS Gloucester is affiliated to the Gloucester Regiment.

Her badge, which features a white trident and a gold horseshoe, is derived from the Arms of the city, and her motto is *Prorsum — Onwards*.

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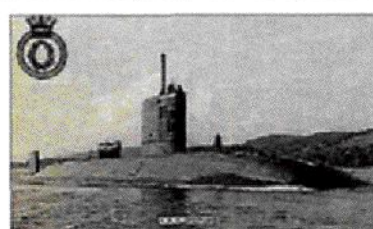
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Letters

'Men dressed as taxi drivers'



REGARDING the current review of RN uniforms I enclose a photograph of one rig the MOD won't be considering — the old Junior Ratings Class III uniform otherwise known as 'men dressed as taxi drivers'.

It was taken in the autumn of 1945 at HMS Royal Arthur, Skegness which as well as being the New Entry Establishment also housed an overflow 'branch' of the Supply School, then HMS Demetrius at Wetherby.

195 Class were Probationary Stores Assistants. Jack Dusty junior ratings were 'Assistants' in those days so we wore the 'S' badge while Stewards had 'OS' for Officer's Steward. — **D. M. Murray**, Coldstream, Berwickshire.

THE NEW proposed female jacket is still very different to that of the male RN uniform, with particular focus on the buttons remaining on the former.

Perhaps the Uniform Clothing Committee would be interested in my suggestion — that all male junior ratings be issued with the present senior rates' jacket with black buttons, as for females at present, except that a detachable blue collar be

worn also, similar to the proposed new female jacket on trial?

When a Junior Rate is advanced to Senior Rate the whole Junior Rates' uniform is exchanged and replaced with Senior Rates' uniform at Crown Cost.

With my suggestion — and taking into account the phasing out of flared in favour of straight trousers — only the buttons, white fronts and cap need be exchanged, saving considerable cost to the Crown and making both male and female more aesthetically equal.

Since the RN is the only one of the Services in which male Junior rates do not wear buttoned jackets, my suggestion would retain tradition within

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

the RN while bringing the RN uniform into line with that of the Army and the RAF — **WSA J. O'Leary**, HMS Dolphin.

Thames barrier

THE article on the Walcheren landings (November) brought back many memories. I was Coxswain of LCT 980 shown in the picture of Commandos and vehicles unloading. The skipper was a New Zealander, Peter Guernsey.

When the picture was taken we were stuck fast on rubble or rocks — but a friendly bulldozer came to our aid.

After Walcheren LCT 980 had her mast cut down and with half a dozen other craft was tied up on the Thames alongside an old paper factory at Waterloo Bridge.

The grand idea was to pull us across the river where the Tube ran underneath, so that if a flying bomb came down it would hit us and not flood the Tube!

After a month or two the idea was scrapped and we paid off at Kings Lynn. — **W. G. Brentnall**, Redditch.

Gallipoli in mind

THE Gallipoli Association has a worldwide membership and includes some 40 veterans of the 1915 campaign — all of them well into their late nineties and some past the century mark.

Most of our membership is drawn from those who have a

family connection or a specific or general interest in units which served there, individual battles or the campaign as a whole.

However, like many similar organisations, time is beginning to take its toll and we have instigated an awareness campaign to ensure that we remain a viable association.

I am certain that many Navy News readers will have connections or interest that qualify them as potential new members.

April 25, 1995 will be the 80th anniversary of the landing on the peninsula, the beginning of an eight month struggle that saw 250,000 Allied casualties, most of them British.

We would be pleased to provide further information to anyone with an interest in keeping its memory alive. — **J. J. Fallon**, 2, Sunnyfield, The Ryde, Hatfield, Herts AL9 5DX.

Graffiti that lasts

WITH regard to the painting of ships' names on the rocks of Muscat, I spent some time there salvaging a ship for the Sultan and have first hand information about this.

The Royal Navy at that time used white lead paint as most of the Persian Gulf ships were painted white to reflect the sun.

This paint lasted many years on the rocks and I believe some of the names still exist. We painted our ship's crest and name as an exercise using bosun's chair and tackles — and it's still there. — **R. Coleman**, Kirkwall, Orkney.

China hand at Wei-hei-wei

I was very interested in the article about HMS Cumberland (Ship of the Royal Navy No 468) — I joined her cruiser predecessor 60 years ago in Hong Kong in 1934 after trooping out in the old 'C' cruiser Calcutta with some China gunboat reliefs. Here she is in Wei-hai-wei that year. — **Bill Simmons**, Rosyth.

Who's run off with the family silver?

WHAT has happened to all the ships' silver?

The RN ended the war with scores of capital ships bearing historic names and they all carried a large stock of silver and other valuables.

Where is it all now? Now we are reduced to a few dozen ships and many historic names may never reappear, is some of it gracing the dining tables of Flag Officers — or even those of politicians?

Or has it been sold? If so, what happened to the money? Could it have been usefully used for benevolence or to keep another ship in commission and save a few from redundancy? — **A. O'Brien**, Bristol.

The Royal Navy's collection of trophies is currently valued at £6.7m and is administered by a charitable trust — the Royal Navy Trophy Fund. There have been sales in the past of items which have been uneconomical to maintain, the proceeds being used in the upkeep of remaining items and to purchase new trophies for new ships, but no further sales are planned.

At any one time less than two per cent of the collection remains in store, the rest being made available to ships, establishments, Naval Attaches and residences. — **Ed.**

Limits on heroism

IT was with great interest that I read the report of the funeral of Gregor Riggs in the September issue — I actually trained with him on the midget submarines known as 'Sleeping Beauties' at Staines Reservoir and other places.

At the last minute I was transferred to another type of midget or I should most probably have gone on Operation Rimau with him.

For all the past 50 years I have believed that the members of that operation were captured and beheaded by the Japanese. To learn that Gregor and an Australian sergeant evaded this and drew off the enemy in an heroic effort to let the main party escape is amazing.

In view of this I contacted 'the highest levels' in the hope that Gregor might be granted a posthumous honour for his bravery — but had a very un-

derstanding letter from the Naval Secretary's department to the effect that this was no longer possible, following a decision made in 1946 by the Interdepartmental Committee on Honours, Decorations and Medals that no further consideration would be given to awards for 1939-45 service.

This ruling seems to me to reek of unfairness. War criminals can be hunted down without time limit, but war heroes can fade into history unhonoured. — **H. R. Bennette**, Lower Earley, Berks.

Glasgow at Cherbourg

OCTOBER issue carried a picture of HMS Glasgow, captioned as receiving a direct hit at Cherbourg on D-Day.

The event photographed actually occurred on 25 June, 1944 during the Anglo-American bombardment of Cherbourg by a force under the command of the American Admiral Deyo, consisting of the battleships USS Texas, Nevada and Arkansas, the cruisers USS Quincy and Tuscaloosa and the British cruisers HMS Glasgow and Enterprise.

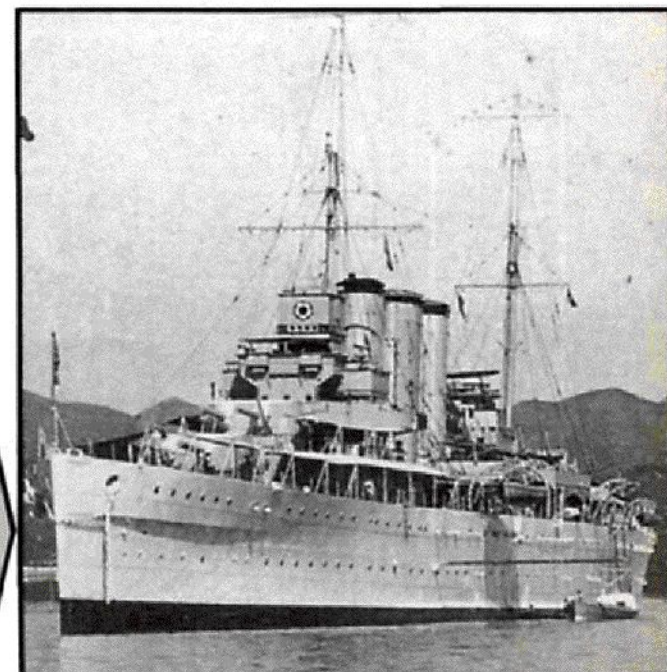
All the destroyers were American, but the mine-sweepers that probably had the most exposed role were all British.

The Press party was embarked in Enterprise and consisted of Mr Gordon Holman, who wrote a vivid account of the action in his book 'Stand By To Beach', and photographers Lt Allen of the Admiralty Press Division, Mr Greenwood of The Times and Mr Turner, a cinematographer.

Glasgow was hit by a shell in her port hangar which started a fire and caused her to withdraw from the action for 15 minutes to extinguish it.

Enterprise, though not hit directly was frequently straddled and both her Canadian Captain Harold Grant and her Commander J. W. Hoskins were severely wounded.

The bombardment facilitated the US attack from the land side which led to the capture of Cherbourg. — **R. J. McGarrel-Groves**, Lymington, Hants (Captain RM, HMS Enterprise 1943-44).



Navy News

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MBE puts Dave in the lead!

WITH his six-year-old daughter Donna in his arms, LMEM Dave Leng proudly displays his MBE after becoming the first junior rate to receive the award.

Dave was invested by the Prince of Wales at a ceremony at Buckingham Palace. Now serving in HMS Cornwall, he was created an MBE under the revised awards system, for his services in Cambodia while on duty with the United Nations.



POMPEY SET TO BE V-DAY HOST CITY

ONE OF the biggest celebrations to mark the end of World War II is being planned in Portsmouth, main venue last year for Britain's D-Day commemoration. Up to 30,000 veterans are again expected to gather in the naval city for three days of events on August 15-17.

More than 20 national and local ex-Service organisations are working with the city council to stage the events, the plans for which include a commemorative drumhead service, a veterans parade, a display by massed bands, and a military tattoo on Southsea Common.

The celebration is intended as a tribute to British and Allied Armed Forces, to the Merchant Navy, and to civilians in factories, shipyards and other callings who contributed to the victory.

With the outstanding success of the D-Day commemorative events still fresh in their memories the planners of the victory celebrations are hoping for a re-run of that triumph.

On one of the three days — Thursday, August 17 — there are plans to make available

Portsmouth Heritage sites for veterans' visits. A wartime Liberty ship, the Lane Victory, is due to visit Portsmouth from the USA for the celebrations.

Besides VIPs, the city council plans to invite representatives from South-East Asian governments who were our allies during the war. Ex-Service people from Britain and overseas will also be welcome.

Accommodation

Further information, including accommodation details, will be passed to ex-Service organisations when it is available.

In the meantime any inquiries about veteran participation should be addressed to Sidney Goldberg, honorary public relations officer of the Normandy Veterans Association, 108 Alicia Gardens, Kenton, Middlesex HA3 8JE, sending a stamped, addressed envelope.

High standard for Richmond



HMS RICHMOND has acquired a new standard of nobility — the flag of the Duke of Richmond (left) who presented it to the Type 23 frigate when he and the Duchess visited her while the warship was alongside at Portsmouth.

The flag was received by the commanding officer, Cdr Andrew Underwood (centre)

and the ship's yeoman, CY Timothy Trevarthen (right).

After the presentation the Duke helped the yeoman to break out the flag. The guests then toured the ship and lunched on board.

HMS Richmond has been involved in trials in preparation for her preliminary sea training at Portland in March.

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HELO TAKES TRIALS ON THE CHIN!



Inaugural deck landing by the RN production Lynx Mark 8.



THE FIRST Royal Navy production Lynx Mark 8 helicopter has made its inaugural deck landing on board a Royal Navy warship, HMS Montrose. The ship was alongside in Devonport at the time.

Belonging to the Operational Evaluation Unit 815 Naval Air Squadron, the aircraft was putting the Duke-class frigate's aircraft deck handling system to the test.

Final checks

Essential final checks were made before conducting SHOL — Ship Helicopter Operating Limits — evaluation of the new aircraft type.

The new chin-mounted radar dome and Sea Owl Passive Identification Device (PID) can be clearly seen on the helo. Less obvious are its new composite main rotor blades and reverse direction tail rotor, which combine to improve the performance of the aircraft.

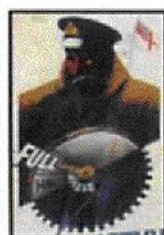
The SHOL trials proper were scheduled to begin last month, with a Lynx from the Aircraft and Armament Experimental Establishment, Boscombe Down, joining HMS Montrose.

Left: New helo in experienced hands. The aircrew for the inaugural deck landing comprised (l-r) Lt Alan George, Lt Cdr Dickie Ormshaw and Lt Cdr Mike Sewed.

Pictures: LA(PHOT) Gary Hay

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Turkey Hunts

HUNT-class minehunters HM ships Berkeley, Brocklesby and Chiddingfold, the Mine Countermeasures On-Call Force, sailed from Rosyth in mid-October for a two-month deployment to the Mediterranean.

The deployment was under the direction of Cdr Richard Bell Davies, CO of the First Mine Countermeasures Squadron.

Calls to Portimao in Portugal and Gibraltar were followed by a rendezvous with RFA Gold Rover, which acted as command platform and support ship for the group for the rest of the deployment.

Marmaris

Crossing the Mediterranean in calm seas, the group refuelled from Gold Rover, an evolution seldom undertaken by Minor War Vessels. The ships arrived at the new Turkish naval base of Aksaz, and members of the ships' companies were able to sample the nearby holiday resort of Marmaris.

Back to business, and the group conducted the first bilateral MCMV exercises for six years with the Turkish Navy. Held off Izmir, these saw the Hunt class ships perform extremely well, achieving good detection ranges.

Left overs

More mines were found than had actually been laid, the vessels turning up some left over from a previous exercise!

The group generated considerable interest from the Turkish Navy and there were visits



On Call Force alongside at Aksaz military base in Turkey and dressed overall for Turkish National Day.

by two regional NATO commanders, Vice Admiral Ayden Erol and Rear Admiral Oktay Dilek.

A mid-deployment limited support period followed for the minehunters in Iraklion, Crete, with assistance from Forward Support Unit 2, Rosyth, whose workshop and stores were embarked on the flight deck and in the hold of Gold Rover.

Three days later the OCF ships sailed for Exercise Narkhi with Greek Navy mine-

sweepers. Again the ships performed well in unfamiliar waters and again there were visits from "the brass" — Commodore Richard Moore, Commodore Minor War Vessels, and Capt Akyas, of the Greek Navy.

Gale force

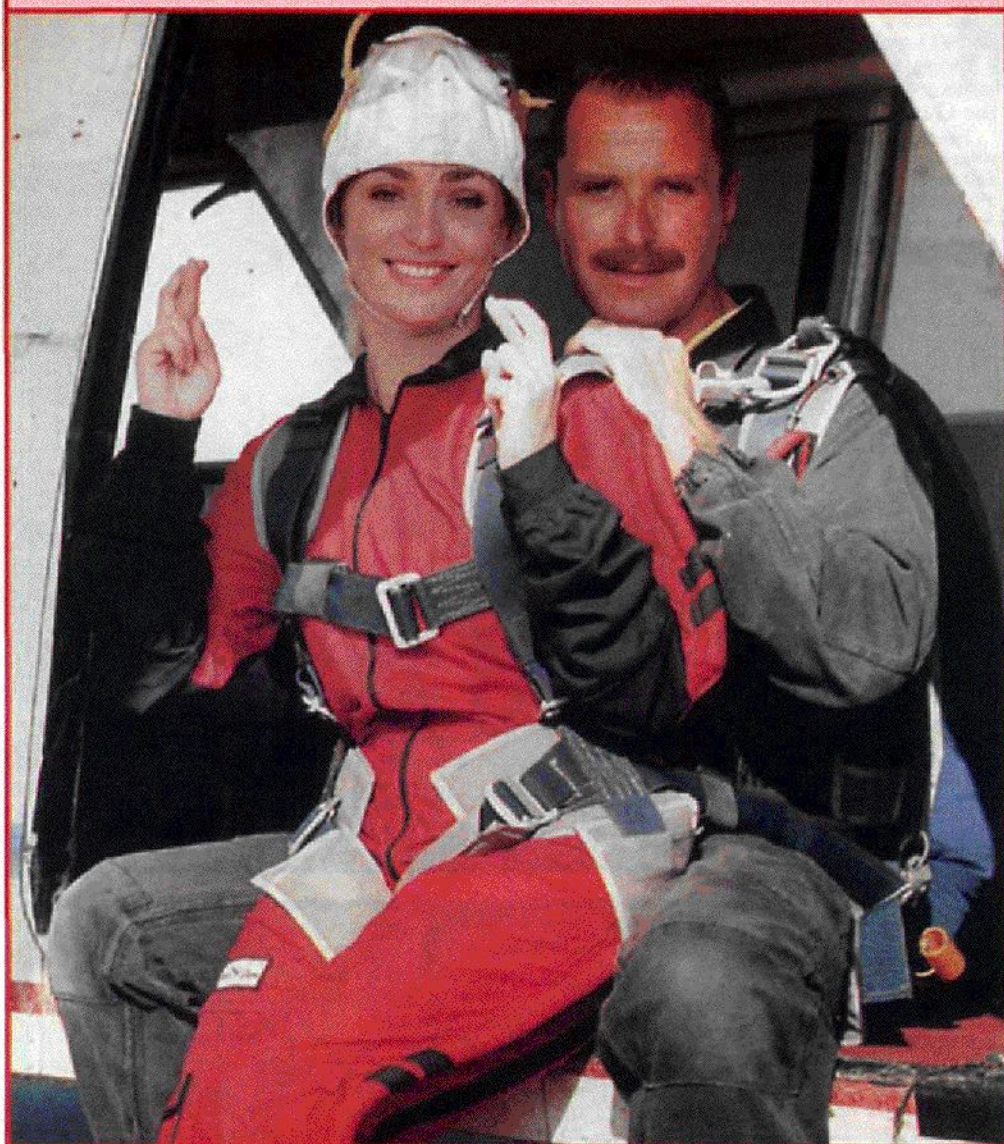
On sailing from Iraklion the group encountered gale force winds and after heaving to for six hours continued west across

the Mediterranean Sea to Malaga in Spain. Here 30 wives and other family members were reunited with members of the ships' companies.

This was a pleasant break in late season warmth for many, although HMS Berkeley also successfully carried out an engine change.

The group sailed from Malaga back to Rosyth and on arrival embarked Sea Cadets for a day of exercises. Christmas leave then beckoned.

NICOLL DROPS IN ON CYPRUS



MISS Globe and Laurel Nicoll Kelly swapped the cold of Arctic warfare training in Norway for the heat of the Mediterranean during a visit to the Royal Marines in Cyprus.



Keeping her fingers crossed for a safe landing she was strapped tightly to Army Staff Sgt Bill Peters and successfully completed a tandem parachute jump, coming down to earth with only a slight bump. Nicoll, who is something of a sports fan, took advantage of the sunshine and also tried her hand at scuba-diving, windsurfing and sailing.

Excellent site for Marines HQ

THE Royal Marines have moved to their new headquarters this month with the opening of a £3.5-million office complex at HMS Excellent.

They will be joined later in the year by the RM personnel branch, currently based at HMS Centurion, and by staff from the Commando Training Centre at Lympstone, Devon.

Last year headquarters staff from Plymouth, Poole and London were relocated to Portsmouth where they were temporarily housed at HMS Nelson, Gunwharf, until their new accommodation at Whale Island was completed.

U-boat display

A REFURBISHED display telling the story of the 1918 attack on German U-boats at Zeebrugge, Belgium, has been opened at the Royal Marines Museum, Eastney.

The Bruges-Zeebrugge Port Authority provided funds for the display which now includes an audio-visual commentary.

During the attack the Fourth Battalion Royal Marines encountered stiff opposition from the Germans. The Marines lost 119 killed and 234 wounded in action for which two VCs were awarded.

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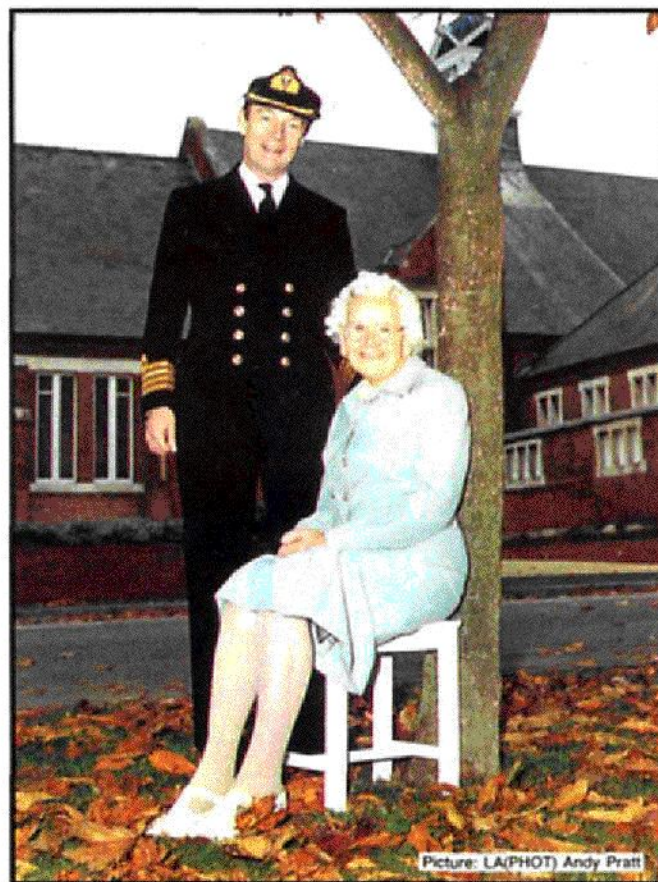
TRUNK CALL

WHEN Miss Edna Kent retired from HMS Excellent in 1973 she planted a tree as a living full-stop to her 42 years as clerical officer with the Gunnery School.

Twenty-one years later she returned to see the tree thriving and HMS Excellent blossoming after its recommissioning last April. Miss Kent posed for a photograph beneath the tree with the Captain of HMS Excellent, Capt Roger Parker.

Having served such a long time at Whale Island, Miss Kent remembers many amusing incidents, but her association with the establishment goes back even further than her own 42-year stint — her father was a Chief Gunnery Instructor on the island in the 1920s.

POAEA Nicholas Sargent (707 NAS) has been presented with a bronze medal by Education Secretary Gillian Shephard for his excellent work while studying for a BTEC National Diploma in aeronautical engineering. From a field of more than 200,000 BTEC students who qualified this year, only 21 received medals — three gold, seven silver and 11 bronze. Nick undertook his course at the Air Engineering School, HMS Daedalus.



Picture: LA(PHOTO) Andy Pratt

PILING UP THE LONG SERVICE ALL OVER AGAIN

WITH 83 years' Royal Navy service to their credit and 51 years in the service of the Palace of Westminster, it's no wonder these three look so relaxed in the "rig of the day."

From left to right they are ex-CPO Gerry Burke, House of Commons doorkeeper, ex-CPO Don Lord, the Speaker's Trainbearer, and ex-FCPO Ernest Collins, House of Lords doorkeeper.

Respectively, they served 23, 22 and 38 years in the Navy, the majority of time as aircraft handlers, and 18, 22 and ten years in the Palace of Westminster.



Assault ship takes on the world!

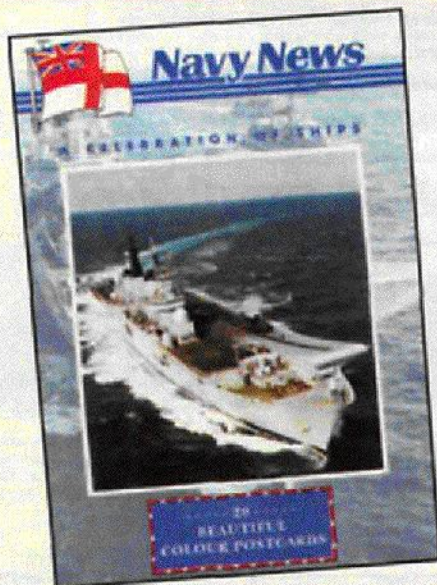
ELEVEN nations were represented on board HMS Fearless during a recent NATO exercise and here's the proof (almost).

Standing (l-r) are officers from Greece, UK, Turkey, Spain, Netherlands, France, Belgium, Australia, USA and Italy. The Canadian representative wasn't available.

It was an international year through and through for Fearless. Fourteen national standards were embarked for D-Day and Slovakia, Luxembourg, Norway, New Zealand, Czech Republic and Poland were also represented.

Another international gathering took place on board during amphibious exercises in the Caribbean with forces from Guyana, Trinidad and Tobago, Surinam and the Antilles. The US Coast Guard and Dutch Marines also took part.

Picture: CPO(PHOTO) Ash Amilwala



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HIYA AND FIRE

NEW MAN in the hot sea as MOD Fire Services' director is Commodore Chris Childs, who has taken over from Air Commodore Tim Thorn.

The Directorate MOD Fire Services encompasses all fire-fighting and fire prevention for the MOD and is based at RAF High Wycombe.

Just in case the Commodore has any burning questions for his predecessor as he settles in to the job, he will find him handy: Air Commodore Thorn remains at High Wycombe as Commandant-General of the RAF Regiment and Air Commodore Regiment and Security HQ RAF Strike Command.



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Commendation for HK divers



Cdr Mansbridge presents diving team member CPO Bray with his commendation.

A SEARCH and rescue operation in Chinese waters off Macau has earned a team from the Hong Kong Clearance Diving Element a commendation from the Commander British Forces on the colony.

One of the divers CPO(D) Alan "Donkey" Bray, has been presented with his framed commendation by Cdr Brian Mansbridge, RN Superintendent of Diving.

The team was called out when a dredger capsized and six personnel were missing. A search of the ship's superstructure took place at night, with visibility hampered even further by thick sediment. One body was found.

Entangled

In daylight another body was found, entangled in the ship's guard rails.

Alan Bray then dived along the length of the vessel in case more bodies were similarly ensnared. Poor visibility was again a problem and there were the additional hazards of falling debris and suction created by the flow of water around the dredger's compartments.

The team worked tirelessly until all hope of finding survivors had gone. Their speed of reaction in dealing with this unpleasant task showed great professionalism.

Other team members were CPO(D) Derby Allan, LS(D) Ben Cartwright and AB(D) Steve Donahue.



Quick thinking sailor saves choking child

QUICK-thinking by LMEM(M) Michael McAllister saved the life of a young boy, a fellow passenger on a holiday flight.

As the child began choking on a boiled sweet his parents made frantic but futile efforts to clear his airway and were growing very distressed.

Michael, who is based at HMS Sultan, tried to dislodge the sweet by holding the boy upside down and slapping him on the back, but that also failed.

He then employed the

Heimlich manoeuvre, sensitive to the fact that it can be dangerous when performed on young children, and once again slapped the child on the back.

It did the trick. The sweet was dislodged and the boy could breathe normally again.

Michael's actions earned him a Commendation from Flag Officer Portsmouth, Rear Admiral Neil Rankin.

RUSSIAN TO THE AID OF THE QUEEN

THE LONE civilian among the team of Royal Navy Russian interpreters for the Queen's visit to St Petersburg (see December issue) trained all his uniformed colleagues in the years since 1988.

Senior interpreter Mr Robert Avery was joined by two chief petty officers, two female officers, a submariner engineer, a surface navigator, a Fleet Air Arm observer and a

Royal Marines lieutenant — a fairly representative cross-section of the Senior Service.

Of the 12 interpreters at the Queen's banquet for Mr Yeltsin, the RN fielded eight, all of whom trained at the Defence School of Languages, Beaconsfield.

Mr Avery was joined by Cdr Simon Lister, Lt Cdrs Karen Pearce and Rob Drewett, Lts Pat Seakins and Emma Simpson, Lt Hugh Devlin RM and CPOs Andrew Ross and Michael Bell.

FIVE ASW POTS FOR 820 NAS

ALL five anti-submarine warfare awards for the best students on operational flying training with 810 Squadron at RN air station Culdrose have this year gone to members of 820 NAS.

Lt Paul Jones, who joined the Royal Navy as an air engineering artificer in 1985 and transferred to aircrew duties in 1990, won two awards. He took the Admiral Sir Dudley Pound Prize and the Kemsley Trophy, both for his skill as a pilot.

Lt Gavin Richardson won the Admiral Sir

Dudley Pound Prize for the best new observer, and Lt Mike Ryan was presented with the Nunburnholme Trophy for the best observer on ASW operational training.

LACMN Richard Shaw won the Hibernia Cup, having been judged the best aircrewman undergoing ASW basic flying training.



Dr Simpson signs the visitors' book on board HMS Ledbury, watched by his wife and Lt Cdr Smallman.

Frilled to be here

MODERATOR of the General Assembly of the Church of Scotland, the Right Rev Dr James Simpson, paid a visit to Maritime HQ Pitreavie and Rosyth Naval Base.

Accompanied by his wife, Helen, Dr Simpson toured the underground headquarters at Pitreavie before moving on to HMS Cochran for lunch. In the afternoon the visitors paid a call on HMS Ledbury, a Hunt-class mine countermeasures vessel commanded by Lt Cdr Laurence Smallman.

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Options

From front page

Every effort would be made to minimise the need for redundancies as a result of the proposals, and once a final decision on Greenwich — and other sites — was taken, there would be consultation on the impact on staffing.

The present buildings at Greenwich were designed as a naval hospital 300 years ago by Sir Christopher Wren. By the mid-19th century seamen's welfare was provided by other means and the Royal Naval College was moved to Greenwich from Portsmouth in 1873.

The Royal Naval Staff College was founded in 1919.

Extension for Railcard scheme

THE FORCES Railcard scheme has been extended until the end of March 1996. The Association of Train Operating Companies has agreed to continue the system for a further year beyond its expiry date of March 31 this year.



814 helos are 7,000-up!

THESE MEMBERS of 814 Naval Air Squadron found time during a rest day in HMS Invincible to celebrate a remarkable endurance story...

Two of the unit's Sea King anti-submarine helicopters embarked in Invincible — numbers 268 and 269 — clocked up their 7,000th hour of flying time while operating with the carrier in the Adriatic.

They entered service in 1970 and 1971 respectively, which makes them older than many of the aircrew who fly them and the maintainers who keep them airworthy.

Both MK 6 aircraft previously have served with 814 NAS — "The Flying Tigers" — and both are veterans of the Falklands War in which they were operated by 825 NAS.

Holding the birthday cakes are AEM Palmer, who was born on the

same day as 268 entered service, and WAEM Briggs who celebrated her own birthday on that day. On the left is the Air Engineering Officer, Lt Cdr Stuart Jackson, while the squadron commanding officer, Lt Cdr Ian Beaumont, and CCAEA Charlie Richardson complete the line-up.

● The second anniversary of 845 NAS's service in the former Yugoslavia coincided with a visit by C-in-C Fleet, Admiral Sir Hugo White. He gained an insight into the squadron's operations when he overflew recent trouble spots, including Gornji Vakuf, Jablanica and Mostar. Later he visited RFA Fort Grange and HMS Invincible.

Going Outside

Jobs market is still fragile say RFEA

DESPITE AN ENCOURAGING downward trend in unemployment, the situation remains fragile, according to a leading Services employment organisation. The Regular Forces Employment Association reports that Service and civilian redundancies are continuing, with 30,000 ranks and rates leaving during 1993-94.

Of those, 23,000 were eligible for assistance from the RFEA, set up in the 1880s to help ex-Service people down on their luck. More than 12,000 of the leavers did register with the Association, 2,300 of them being from the Royal Navy or Royal Marines — 450 returning for help for at least a second time.

The RFEA is a registered charity whose services are available to personnel who have served at least three years or those who have been medically discharged for no fault of their own and have a satisfactory or good character reference.

Eligible personnel may return for help as many times as they wish.

Free

The Association's work is free to its clients and to employers, and is carried out by 40 employment officers strategically placed throughout Britain. Annually they assist more than 10,000 ex-Service people, finding jobs for half of them.

Other problems of re-adjustment to civilian life are tackled by the RFEA who work closely with The Royal British Legion and the Soldiers' Sailors' and Airmen's Families Association. Service people may turn to the RFEA for help any time within their final two years of service.

Working through the Chamber of Commerce, and through direct contact with the personnel staffs of companies, the RFEA represents a link between employers and ex-Regulars that has been built up over many years. Local contact addresses for the Association may be obtained from unit resettlement officers or local telephone directories.



Sandy and Dawn Saunders... pub success.

Sandy is King in his Castle

FROM SUCCESS as an ME senior rate in nuclear submarines, to success as a pub tenant after a two-week course — that's the story that former CCMEA Sandy Saunders has passed on to Navy News.

Sandy had been a Category A watchkeeper in HM submarine Repulse, Revenge and Splendid, among others. During his last two years, at HMS Sultan, he and his wife Dawn decided that they wanted a career in the licensed trade.

Sandy's first move was to pick up as much good training as possible, opting for a four-week resettlement course run by Herron House Licensed Trade Training at Lancaster. They had been running courses for the pub trade since 1991 following an initiative by the late Lt Cdr Jim Smith of HMS Drake.

"The course covered everything I needed to know and the two-week work experience was invaluable," said

Sandy. "But the most important feature was the opportunity to make contacts in the trade from all parts of the UK."

Sandy and Dawn are now tenants of the King and Castle Inn at Stroud, Gloucestershire, and within two months of taking on the pub the couple increased trade five fold.

● Herron House Licensed Trade Training can be contacted on 01524 843263. Meanwhile a course for Service people wishing to enter the licensed trade has started at The Royal British Legion Training College at Tidworth. Details are available from the course co-ordinator on 0151 357 2938.

Leavers' answer in *Italic*

TWO former CPOs — one of whom was made redundant by the Navy — have found the answer to earning a living outside: train other people in new skills.

Jeff Hards, who left the Navy in 1992, and his colleague Mike Kelson who was made redundant, founded ITALIC (the Interactive Training And Learning Information Centre) at Ilchester, near Yeovil, Somerset.

Official opening of the centre takes place on January 20 from 11.30 to 14.30.

Jeff gained a BA degree and Advanced Diploma in Education Management while he was still serving, and has since completed an MA degree course with the Open University.

Computers

Jeff and Mike train individuals and students from companies, and offer computer courses, business courses and speed and accuracy courses for typists.

They aim to offer a resettlement course through the Armed Forces, for those who have been made redundant and for others who are seeking new skills after a career engagement.

ITALIC is being backed by the Enterprise Allowance Scheme and Jeff and Mike have applied for an ex-Services business loan from The Royal British Legion Small Business Advisory Service.

"We aim to paint a hopeful picture for people concerned about redundancy and show how the harnessed influence of a number of different bodies can turn a possible misery situation into something more positive," said Jeff.

Details about courses can be obtained from Jeff on 01935 840965 or from Mike on 01305 260394.

Encore for new briefings

BRIEFINGS designed to help naval leavers take charge of their civilian lives were so successful in October that a new series of talks has been arranged which will take the message to a wider audience.

As reported in the October edition of Navy News, New Era Training provided the briefings at establishments at Portsmouth and Portland. Now the training and management specialists have planned a programme which will reach the Plymouth area, naval air stations and the Royal Marines in January and February.

The briefings, run on behalf of Cdr Clive Lewis, Naval Resettlement Information Officer at HMS Nelson, are on the theme of "getting it right first time."

Subjects covered by the programme include the identification of goals, building on confidence, developing communication skills, interview techniques and stress and time management.

For details contact Cdr Lewis on Portsmouth Naval Base ext. 24254, or New Era Training — David Plaiter on 01705 353303 or Marina Webster on 01705 255479.

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Cash flows in Adriatic

WHEN not on patrol during their deployment to the Adriatic the ship's company of HMS Nottingham were hard at work raising money for charity.

Fund-raising events included a village fete, flight deck horse racing, a sponsored 100x1 mile "Mike Till" relay around the upper deck and a sponsored beard-growing competition.

The £1,823 raised during these activities went towards the ship's charity, the Nottingham New Appeals, an organisation which acts as a central fund for local charities in the Nottingham area.

Meanwhile a darts marathon, organised by LMEM Squibb, raised another £700 to help buy a nebuliser at St Mary's Hospital, Portsmouth. The POs' Mess raised an additional £336

for the Sandfield Unit at Nottingham City Hospital.

RUM JOB

A ROYALTY cheque for last year's sales of Pusser's Rum, made out for £41,105.27, was presented to the Second Sea Lord, Admiral Sir Michael Layard at RN air station Culdrose.



Drake's hearts of gold

KEEPING his feet firmly on dry land is chairman of Liskeard British Heart Foundation, Mr John Spence, who accepted a cheque for £157.50 from LPT Paul Ballinger, WWTRs Dani Fagan and Wendy Duncan, Ben Larcombe and WWTR Lisa Woods.

The team raised the money by taking part, with swimmers from HMS Raleigh, in the British Heart Foundation Swimathon at Lux Park Leisure Centre.

Brave fellow loses by a whisker

PARTING was such sweet sorrow for HMS Brave's CPO Terry Cox when he shaved off his beard after having been attached to the same old whiskers for the past 12 years.

The £60 raised from the event was added to the ship's charity chest which will be divided between HMS Brave's affiliated charities.

HMS Collingwood's rugby club raised £1,000 for the Guide Dogs for the Blind Association by holding a charity disco.

A cold and blustery day did not discourage the RN Provost Staff at Churchill Square, Helensburgh from applying some old fashioned elbow grease during a charity car wash in aid of the Long Stay Unit at Victoria Infirmary. The car wash was the first of many events which the provost staff hope will raise enough money to buy a TV and games for the residents of the hospital.

Six children, accompanied by their parents and staff from York Hill Hospital, spent a day at the Clyde Submarine Base, a visit which had been arranged by the MOD Police at Faslane who have adopted Ward 7A. The MOD Police raise money each month for the ward and regularly organise outings for the patients and their families.

Gus Britton, of the Submarine Museum, Gosport, has taken part in an 11,300ft parachute jump in aid of former members of the Royal Navy and Merchant Navy who served on the Arctic Convoys. Anyone who would like to make a donation should send a cheque, made out to The North

Russia Club, to Gus Britton, Submarine Museum, HMS Dolphin, Gosport, Hants PO12.

707 Sqn, the Junglie Sea King training squadron at Yeovilton, took part in a 155-mile sponsored cycle ride to Culdrose and raised £500 for the South West Children's Hospice at Barnstable.

306 Sqn, the joint RN/RAF squadron based at RAF Wyton, have disbanded after 28 years of operations but before doing so made a final donation of £401, raised during a 24-hour 10-pin bowling marathon, to Bascraft Way, Godmanchester, a unit which provides respite care for children with severe learning difficulties.

A team of runners from HMS Ark Royal raised over £1,000 for the Ron Pickering Memorial Fund by taking part in the Great South Run. Derek Ibbotson, the third man ever to break a four minute mile, sponsored the team over the week-end of the run and gave them a few helpful hints on how to complete the distance.

Money raised by the ship's company of HMS Westminster, which totalled over

£8,000, has been shared between four charitable organisations. Westminster Boating Base used their donation to buy two Topper racing dinghies while Chelsea and Westminster Hospital have furnished a

counselling room in the children's ward. St Andrew's Youth Club used their windfall to buy weight training equipment and Westminster Play Association have bought video equipment.

Hong Kong souvenirs

THANKS to the efforts of the Royal Naval Wives Association (RNWA) in Hong Kong four charities have received an unexpected windfall.

Every year the ladies of the RNWA try to beat the previous year's target by selling souvenirs of the Navy in Hong Kong — T-shirts, mugs, plaques, umbrellas — but as the garrison gets smaller this is getting harder to achieve.

Nevertheless four charities close to the Association's heart — Victoria Playgroup, Harcourt Playgroup, The Royal Naval Benevolent Trust and The Hive — have this year shared HK\$7,000.

FIELD DAY IN GUZZ

ON behalf of Devonport Field Gun Crew Capt Simon Goodall and Lt Cdr Mike Waythe present a cheque for £2,543.90 to Mr Graham Parkinson of the South Devon and East Cornwall branch of Cancer and Leukaemia in Childhood Trust.

The money was raised during their annual charity run from Seaton Barracks to Plymouth city centre. Added to the total were donations from ships and establishments and the takings from the sale of programmes at this year's public runs.



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Last of summer wine for Manadon

THE CLOSURE of the RN Engineering College, Manadon, announced last June, will begin next June and is due to be complete by the end of October when responsibility for the site will be transferred to the Defence Land Agent.

During summer and autumn certain courses at the college will be transferred either to HMS Sultan, HMS Collingwood or to the University of Plymouth.

On May 12 an Open Day will be held at Manadon for all Service and civilian personnel who have served there. The college grounds and buildings will be open from 1400-1700 and tea will be available in the Gymnasium between 1500-1600.

Memorabilia

Those wishing to attend should notify RNEC ext. 81354 so that security passes can be arranged.

In addition a series of reunion dinners are being held. The dinner for mess members from the 1940s and 1950s was held on November 14. Others will be held on January 14 (1960s), January 21 (1970s), February 18 (1980s), and March 11 (1990s).

Production of a range of memorabilia is planned, including engraved glassware, prints and a commemorative book. For social and memorabilia information, contact Cdr S. Haines on 0752 553740 ext 81354.

DCI General 283/94

Number's up as 707 goes front-line

A ROYAL NAVY Sea King training squadron is to get a front-line image with a number change in February. To reflect its increased involvement in operational tasking, 707 Naval Air Squadron is to be redesignated 848 NAS, the initial number "8" denoting a front-line unit.

However, for the purposes of pay and allowances, the unit will remain a second-line squadron, and personnel drafting cycles will be unchanged.

The squadron is equipped with Sea King Mk 4 commando-carrying helicopters, and its new designation resurrects a squadron disbanded as a commando support helicopter unit in 1976. It was briefly revived during the Falklands War in

1982, and again for the Gulf War.

Formed at HMS Siskin, Gosport, in 1943, 848 NAS was originally equipped with Avenger torpedo bomber and reconnaissance aircraft. During the D-Day campaign the squadron flew anti-shipping patrols from Thorney Island.

Pacific Fleet

Embarked in HMS Formidable in September 1944, 848 was destined for the British Pacific Fleet, arriving in Australia in March. Later 848 Avengers were involved in operations against shore targets and airfields on the Sakishima Islands.

Disbanded in 1945, the squadron was recommissioned in 1952 and equipped with Whirlwind helicopters for anti-terrorist duties in Malaya.

Disbanded once more in 1956, the squadron reformed for a third time two years later to be the first British commando support helicopter unit, seeing service in Cyprus, the Far East and the Middle East.

After a brief period of further disbandment, 848 reformed in 1964 with Wessex aircraft and was engaged in counter-terrorist activities in the Aden Protectorate.

The squadron gained Battle Honours at Normandy, Okinawa, Japan, the Falkland Islands and Kuwait (in the Gulf War).

To mark 707's redesignation, a formal ceremony and service of dedication will be held at the squadron's base at RN air station Yeovilton on February 9.

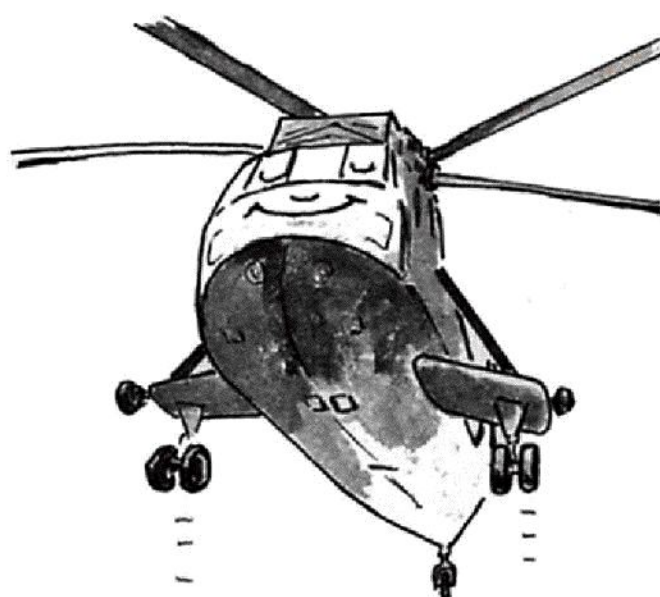
An informal lunch will follow for squadron personnel and guests, and there will be an evening function for officers and invited guests. Officers and key senior ratings who have served in 707 or 848 squadrons and who wish to attend should contact the implementation officer, Lt Cdr P. S. Belding on HMS Heron ext. 6456/6013 or 0935 456456/456013.

DCI RN 204/94

New ID cards issue

NEW naval identity cards are to be issued by March 31. As reported in Navy News's October edition, the new cards incorporate a digital facial image and signature and can carry encoded personal data.

Collection of data for the cards started on November 1. Data capture points are being set up at major establishments,



'Got rid of your L-plates then...?'

and commanding officers of ships should arrange a date for data capture at base ports.

A further DCI will detail card distribution policy, card issue and re-issue after the initial data capture phase.

DCI RN 212/94

Training move

THE Directorate of Foreign and Commonwealth Training has moved from Fort Southwick, near Portsmouth to Barham Block in HMS Nelson. The Directorate is responsible for managing the provision of UK Service training for all overseas military personnel.

DCI General 285/94

Volunteers for Porton

VOLUNTEERS are being sought to take part in studies and tests at the Chemical and Biological Defence Establishment at Porton Down.

Service personnel who volunteer will be required to participate in tests of chemical and biological defence equipment. They will earn up to £250 additional pay before tax. In special cases this may be more — but could be less for shorter studies.

Ten study periods ranging from one to three weeks will run from January 9 to March 31.

DCI JS 76/94

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Laugh at first bite!



TOOTHY smiles in HMS Excellent as the Second Sea Lord manages to use a specially provided set of gnashers to open a new dental surgery by gnawing through the ribbon. With Admiral Sir Michael Layard are (l-r) the Captain of Excellent, Capt Roger Parker; WDSA Kirstie Fletcher; head of the RN Dental Service, Surgeon Commodore (D) Ted Grant; LWDSA Jo Russell; and Surgeon Lt (D) Julie Fenwick who provides dental treatment at the establishment.

Picture: LAI(PHQT) Andy Pratt

Advancement change for WEM ratings

A TASK force set up by the Second Sea Lord, Admiral Sir Michael Layard, to examine the concerns expressed by OPS/WEM ratings Weapon Engineering sub-branch about their career advancement prospects during warfare branch implementation, has now reported its findings.

Main recommendations are:

- To remove the perceived advancement cap on OPS/WEMs by programming LH and PO professional qualifying courses to run beyond 1998 and 2001 respectively, for as long as a requirement exists and to manage the rundown of the OPS/WEM branches with the aim of obtaining advancements within the spread of all other branches.

- To reduce the numbers of the warfare branch ratings recruited for one or possibly two years and allow more OPS/WEMs to cross-train into the warfare branch in the place of new entry ratings. These cross-trainees will progress through the Navy at the speed of the new entrants they replace, marking time in their rate if required but without loss of Scale A pay if qualified. Due to low recruiting numbers will be necessarily small and selection will almost certainly be required.

- To address the OPS/WEM surplus in the forthcoming redundancy round.

As a consequence of reducing the size of the Navy the number of advancements and promotions in all branches and all ranks and rates will inevitably be reduced.

The task force emphasised that they could not create new or additional advancement opportunities but that, subject to the needs of the Service, it should be possible to manage the transition to full warfare branch implementation while at the same time maintaining advancement opportunities for OPS/WEM ratings.

However, rosters will continue to vary in length as the requirement, premature voluntary release rates and other economic factors change, inevitably there will be some OPS/WEM ratings who will not be able to satisfy their full career aspirations.

Bridport renews old friendship

AN invitation to visit Bridport by the town's Mayor, Cllr Roger Draper, has further strengthened the already strong links between the town and HMS Bridport, the latest Sandown-class minehunter to enter service.

The visit at the end of last year provided the opportunity for the Mayor and a group of fellow councillors and members of the RNA to spend a day at sea to witness "their" ship's capabilities (See page 23).

In fine weather the Mayoral party were given a tour of the ship and witnessed a flying display from one of 722 Squadron's Sea Kings.

Alongside at Portland visits by the ship's adopted Sea Cadet Unit, TS Keppel, The Royal British Legion, Bridport Veterans' Rugby Club and Bridport RNA renewed friendships made during the commissioning in 1993.

After being treated to lunch and a "tot" by the RNA, a game of rugby against the Bridport Veterans followed. Supper with the committee of TS Keppel concluded the weekend activities before HMS Bridport sailed for a sea day for students at Britannia Royal Naval College Dartmouth and for operations off the west coast of Scotland.

SNAP HAPPY



FORMER naval photographers Graham Ember and Len Allen found themselves in front of the camera with LA(PHOT) Spider Webb and LW(PHOT) Louise Baverstock at the 75th anniversary reunion of the Royal Naval Photographic Branch.

Among the many guests who attended the reunion at the Victory Club, HMS Nelson, was former naval airman John Foley who travelled from Australia to celebrate the branch's anniversary.

Calliope tunes in to wireless award

TYNE Division Reserves unit HMS Calliope has scooped the impressive RNR Mountbatten Wireless Award, proudly held here by RO2 Andy Richardson and WRO2 Michelle Kimber.

They received the 20in-high silver trophy, on behalf of the unit's communications department, from Countess Mountbatten.

Originally sponsored by Earl Mountbatten, the trophy is awarded annually by the C-in-C Naval Home Command to the RNR comms department which attained the highest standards in the preceding year.

Calliope celebrated the occasion with a supper at their Gateshead HQ attended by Flag Officer Scotland, Northern England and Northern Ireland, Vice Admiral Chris Morgan, by the Lord Lieutenants of Northumberland and Tyne and Wear, and by the Mayor of Gateshead and the Lord Mayor of Newcastle.



Memories wanted of reign of Terror

THE TERROR Club, which provided recreational facilities to thousands of sailors and other Service personnel visiting Sembawang, Singapore over the years has been refurbished by the US Navy.

While the new complex is modern and will provide facilities for visiting sailors a link with the past is missing. The US Navy is therefore looking for a relevant piece of memorabilia which would have pride of place in the renamed Terror Club and which would be suitably inscribed.

During the Sixties and Seventies the club was situated at HMS Terror and with the closure of the base it was moved to the dockyard officers' club.

During its latter years it was managed by Mrs Jenny Ramsay with the lease for the premises being paid by the Royal Australian Navy until December 1991, since when the club has ceased to exist.

The lease for the old dockyard officers' club and its adjoining sports field has now

been taken on by the USN, who have completely refurbished the old facilities. The new complex has a modern club house,

swimming pool, tennis, volleyball and basketball courts as well as a large playing field with floodlighting.

JOBS TO GO

● From front page

ly having to take reductions.

These include non-technician ratings who have served between four and 11 years; artificers and technicians — especially those who have served 5-10 years; submariner MEAs who do not have nuclear propulsion watchkeeping certificates; medical ratings except operating department practitioners and those who are commando qualified; QARNNS who are not operating theatre specialists; and certain groups from the Royal Marines.

Redundancies among officers will definitely be required from among captains of the seaman, engineering, supply, instructor and warfare specialisations, and Royal Marines colonels and lieutenant-colonels.

Other categories include certain groups of junior seaman officers; engineers of the rank of commander and below; junior officers in the Supply and Secretariat branch — except barristers, cost management accountants, and SD stores and catering officers; medical officers of the rank of surgeon captain and below; and Careers Service lieutenants.

Concluding his announcement, Admiral Layard said there were no plans for further large-scale redundancies and any future manpower imbalances would be met by "sensible and sensitive use of normal manpower controls."

Rosyth visit

DURING a visit to Rosyth naval base Minister of State for Defence Procurement, the Right Hon Roger Freeman, was given a presentation on the Rosyth Minor War Vessel Operating Base at HMS Cochrane.

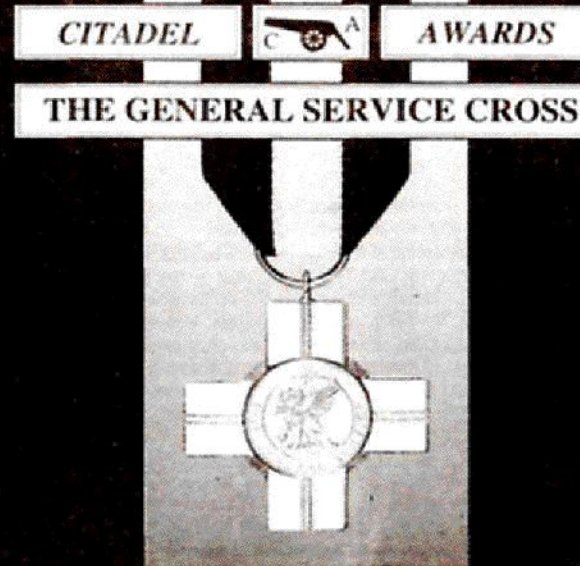
After meeting with trade union representatives he toured the base and then made visits to Babcock Defence Ltd and to the Hunt-class mine countermeasures vessel HMS Ledbury.

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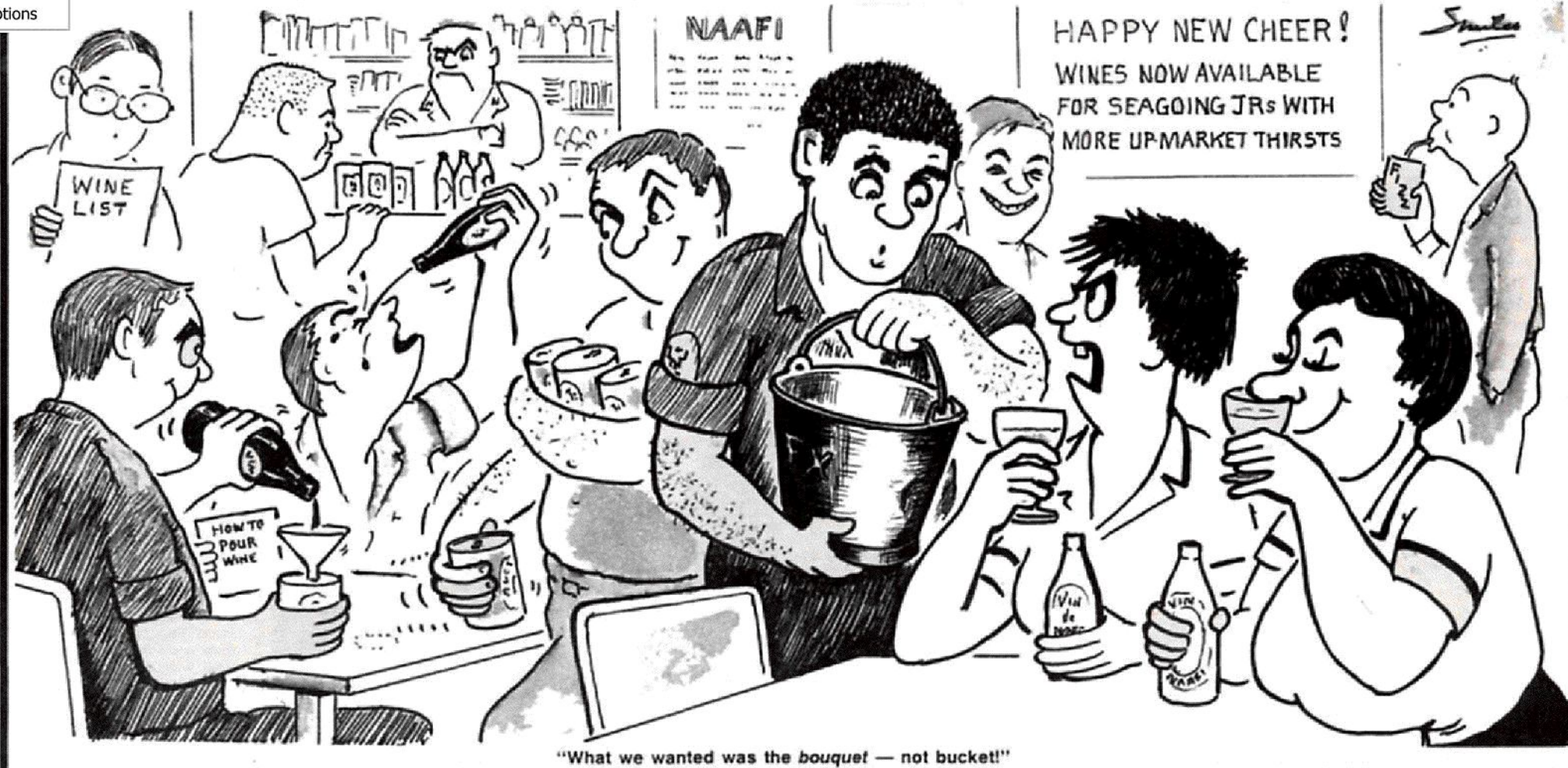
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"What we wanted was the bouquet — not bucket!"

NEWSVIEW

Standing joke falls flat

IT may not be a very good joke — but it's a very old one. The raised plaque on the quarter deck of HMS Victory marking the spot where our greatest national hero fell to a French marksman's bullet has been there for 150 years.

"Here Nelson fell" it says — prompting the obvious rejoinder: "I'm not surprised — I nearly tripped over it myself!"

But now the present generation of Victory guides is fed up with it — and the ship's commanding officer has decided that the plaque commemorating the Navy's pride should be set flush.

Maybe it has worn a bit thin — but would Nelson himself have appreciated it? Well, yes — he probably would have. Notoriously vain though he was, he was well able to take a joke against himself.

The most famous story about him has him making fun of one of his many physical infirmities — when at Copenhagen he put his telescope to his blind eye saying he was unable to see Hyde Parker's signal to recall.

Guided tours around great institutions depend upon the wit of the guide to lighten the ponderous litany of events and statistics associated with them — any lecturer worth his salt on any subject knows the value of a humorous aside that will stick in the listener's mind and act as a fixative for the rest of the information he wishes him to retain.

Incongruous

Oddities have their value here — the Louvre is popularly remembered for the fact that its most famous statue has no arms; Pisa's Tower would hardly be memorable if it wasn't leaning; and what would be the point of the Blarney Stone if you didn't have to bend over backwards to kiss it?

Nelson's best-known memorial has his slight figure incongruously perched on top of a gigantic column, making it the easiest of targets for pigeons — another standing joke against the hero, but one he has had no trouble rising above.

The Navy has little enough to laugh about in these days of cuts, change and uncertainty — and in its present dangers of duty in and around Bosnia.

So the guardians of the most splendid shrine to the Immortal Memory should remember, without embarrassment, in the words of the Rev Scott who held him in his arms as he died, "setting aside his heroism, what an affectionate, fascinating little fellow he was."

And raise the plaque on the quarter deck back to its original, if slightly dangerous prominence. Cord on it off, if necessary, in the interests of health and safety — but don't let a joke that has lasted well for a century and a half fall flat.

Study teams get mixed reviews —

— but quality will shine through

"MORE cuts on the way" has been a popular reaction to the Independent Review of Service Manpower Structures, Careers, Terms and Conditions of Service. Well, maybe they could have started by pruning the title a bit . . .

Strong scepticism of the true motives of the team led by Mr Michael Bett has greeted their visits to RN units over the past few months.

They themselves report a very similar message on every occasion, with worries being aired about "overstretch"; overlong rosters for advancement; reduced promotion opportunities; and difficulties with Warfare Branch development.

But while acknowledging that the appointment of the Review itself has provoked alarm, they are keen to allay individuals' fears that they will be worse off when it's all over.

"On the question of pensions, the position of today's Servicemen and women is clear — existing members of the Armed Forces Pension Scheme will continue to serve under the conditions and expectations of that scheme. Any new scheme will be for new joiners."

They say there is no disguising the Review's importance and potential impact — but its aim is to ensure that the Navy can continue to recruit and retain the right quality people for the challenges it will face in the early part of the next century.

In this context, it has been looking at how people will join; how long they will serve, in what branches and in what ranks; where they and their families will live; how long they will spend away from home; how their pay

is calculated; and what extra costs will be reimbursed.

And it has been collecting much of its information from source — through visits to ships on Joint Maritime Course exercises, to Royal Marine Commandos in the field and embarked in amphibious ships, to carriers in the Adriatic and to units ashore in Bosnia and Northern Ireland — even to a dived nuclear submarine.

Said Mr Bett after a visit to the Type 22 frigate HMS Boxer on operational sea training off Portland: "These visits have left us very impressed by the calibre, professionalism, ethos and education of today's Servicemen and women."

His final report is due shortly. Meanwhile the Rating Corps Study Group announced in Navy

News in July has now received 4,000 responses to a detailed questionnaire it sent out to ratings and other ranks of the RN, RM and QARNNS.

As it was becoming increasingly difficult to support branch structures designed to sustain a Navy twice its present size, the RCSI was asked to review manpower so that "the operational and structure components are met by an efficient, cost-effective and flexible structure from 1998 onwards."

It is not looking into pay, pensions or tri-service conditions of service, but is investigating ideas relating to such aspects of Service life as the number and mix of uniformed skills and branches; the rating and other rank promotions and advancement system; career development and engagements; and drafting harmony and shore time.

It is due to report in August.

Turbulence

This team, too, has been consulting widely through visits to ships and establishments — for the moment Commodore Malcolm Shirley is grateful to the many respondents who filled in the "free comment" box in the questionnaire.

"We are very aware of the levels of change, turbulence and uncertainty facing the Services at the moment and do not wish to make things worse," he told Navy News.

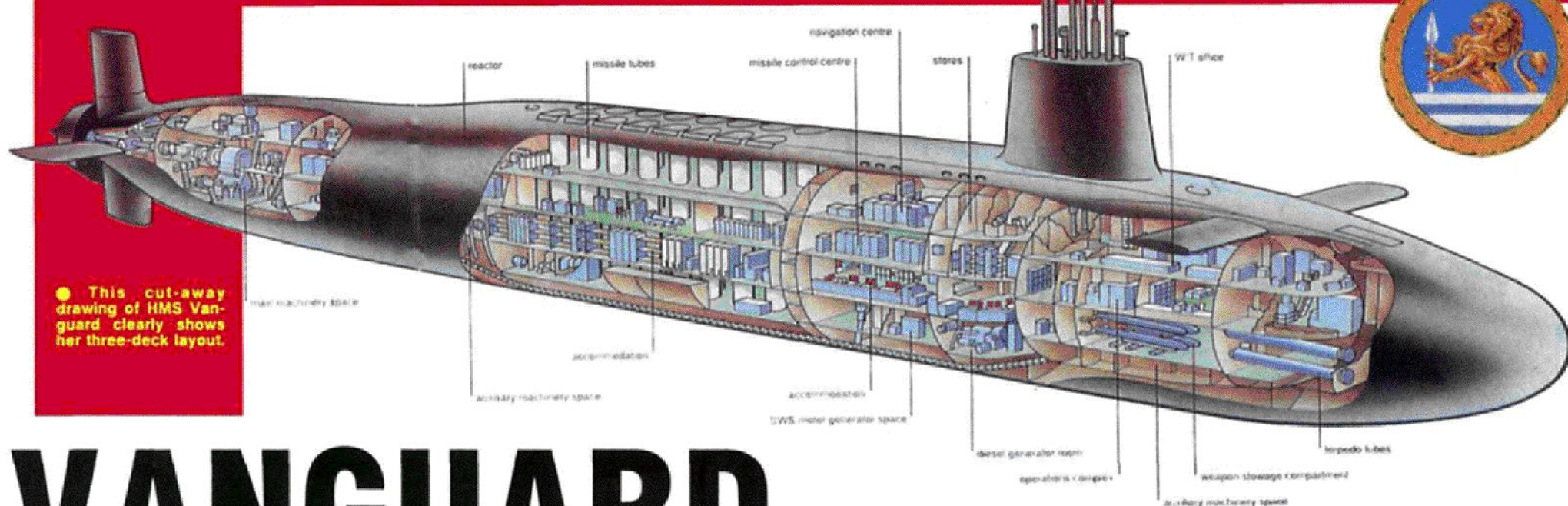
"Indeed, we hope to be able to draw together the work of other studies, particularly the Independent Review, to minimise the possibility of there being any shocks ahead, and we have been working effectively with the IR project team to this end."

"We are all uniformed members of the RN and RM and don't want to score any 'own goals'!"



● Independent view — Mr Michael Bett sets his sights on the future from HMS Boxer off Portland.

Trident's operational deployment begins



VANGUARD ON PATROL

BRITAIN'S FIRST operational patrol by a Trident-armed submarine was imminent as Navy News went to press. HMS Vanguard, first of her class to enter service, was armed with her ballistic missiles on November 25 in preparation for a deterrence patrol of up to three months.

After six years in build and two years of intensive trials, Vanguard was on schedule for her inaugural deployment, the course of which is one of Britain's most closely guarded military secrets.

Once at sea her aim is to remain "100 per cent invisible," said Cdr Peter Wilkinson, commanding officer of her port crew and the first CO of an operational Trident vessel.

First Sea Lord

The Vanguard class are capable of carrying up to 16 Lockheed Trident D-5 missiles with a range of more than 4,000 miles. Although each missile is capable of delivering 12 warheads (a maximum of 192 in total), the Government has stated that each boat will carry no more than 96.

For the submarine's short journey out of Faslane to the armaments depot at Coulport, she was joined by the First Sea Lord, Admiral Sir Benjamin Bathurst.

He had a grandstand view of attempts by Greenpeace protesters to block Vanguard's progress by means of floats with trailing wires intended to foul the boat's propellers. The wires were cut by Ministry of Defence police escorting the submarine in rigid inflatable boats, and Vanguard proceeded without further incident.

Victorious sea trials

The boat will initially rotate patrol duty with the two remaining Polaris submarines, HM ships Renown and Repulse, while Vanguard's sister-ship HMS Victorious continues sea trials.

Of the other vessels of the new class, HMS Vigilant is due to be commissioned this year and HMS Vengeance in 1997.

Pictures: PD(PHOT) Al Campbell



Vanguard in the huge ship lift, a covered dock at Clyde Submarine Base.



Aerial escort from a Sea King of 819 Naval Air Squadron based at HMS Gannet.



Inside the missile firing room and



...the missile compartment.

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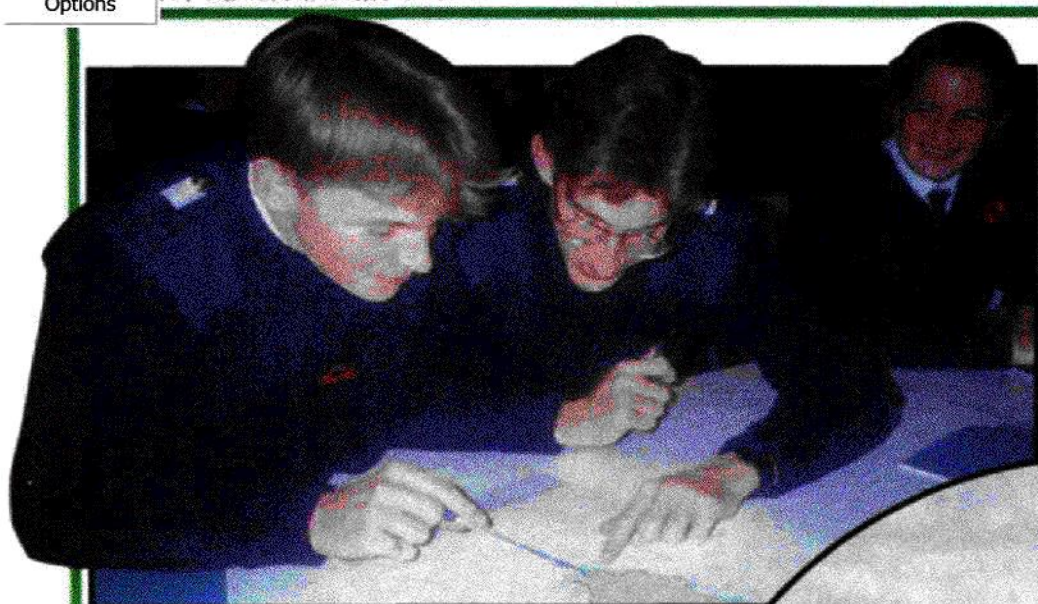


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Benefits of a nautical education **UNIVERSITY CHALLENGE**



SELDOM less than 160 days at sea a year — not bad for a draft not even considered sea-going.

Which tends to give the lie to the popular myth that serving in a University Royal Navy Unit is a cushy number with one drill night a week and a bit of recruiting on the side.

URNUs come under the Inshore Training Squadron, today one of the fastest growing elements of the Royal Navy. Formed following the demise of the Tenth Mine Countermeasures Squadron on March 31 last year, it was designed to assume responsibility for running the vessels attached

to them.

To the eight original units, however, has been added an RN presence in Oxford, Cambridge, Yorkshire, Northumbria, Wales and Birmingham — and coinciding with the formation of the ITS six ships were handed over from the RNXS.

So now the Squadron boasts 12 Archer Class patrol craft, two Loyal Class Fleet tenders and, as of last month, HMS Orwell and the navigation training ship Northella.

Up to 12 students are embarked at any one time — there are over 700 people cur-

rently involved in URNUs — helping the Royal Navy to provide a highly visible presence in many UK and continental ports otherwise rarely, if ever, visited by RN vessels.

URNUs have their individual headquarters within or close to the university and their allocated ships in a base port as near to the unit as is possible and practical.

Their aim is not primarily to recruit, but to educate today's students — tomorrow's teachers, businessmen, politicians — about the Armed Services in general and the Royal Navy in particular.

Hopefully the process does not stop there and the word is then spread throughout the community — and if an URNU member decides he or she wants to join the RN then that is a welcome bonus.

Students are introduced to the rudiments of navigation and seamanship, lectured on the various facets of Naval life and gradually learn that foreign language called Jack-speak.

Competency

"They become Honorary Midshipmen in the RNR and as such one of the hardest jobs is gently persuading them to do as they are told," Lt Cdr Mike Greaves, Commanding Officer of the Fleet Tender Loyal Chancellor and Officer-in-Charge of the new Oxford URNU, notes wryly.

"Most have little or no Naval knowledge and so are on a very steep learning curve — but many achieve a high level of competency, successfully bringing the ship alongside and planning long coastal passages.

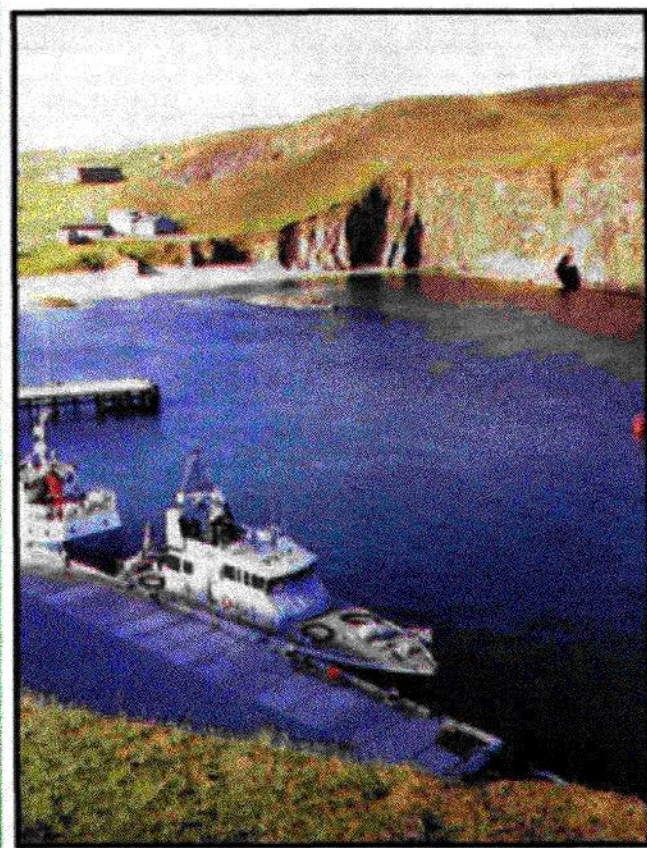
"Having said that, it is not totally unheard of that the CO is reliably informed that the position of his pride and joy has been fixed — and that it is 'somewhere in High Street, Cowes ...'"

There is a wide range of sea and land-based training, including weekends at sea and extensive vocational deployments.

URNU vessels are also often called upon for Fleet Support tasks such as initial navigation training for HMS Dryad and the Royal Marines, events such as the D-Day commemoration and regularly in exercises requiring a simulated Fast Patrol Boat threat.

"The URNUs do play an important part in promoting public awareness of the Royal Navy — and the meteoric rise of the ITS is proof of their value in this role," said Lt Cdr Greaves.

"The job of educating people in land-locked and non-Naval areas of the country is difficult — but obviously all the more important. However, working in a far from military environment makes even the simplest of tasks more of a challenge — which is essentially what the URNU's are all about."



Education

TY GE



Pictures (clockwise from top left):

● Degrees of navigation — Oxford honorary Midshipmen (left to right) Andrew Linton, Simon Stevenson and Elizabeth Barker chart a course back to college, avoiding High St, Cowes...

● Lt Cdr Nick Mayhew, CO of Glasgow and Strathclyde URNU's HMS Smiler, with Midshipman Rachel Nance, USN, on exchange from Jacksonville University, Florida.

● HMS Charger, Liverpool University Royal Naval Unit's Archer Class patrol craft — winner of the Vosper Thornycroft Efficiency Plaque for the second year running.

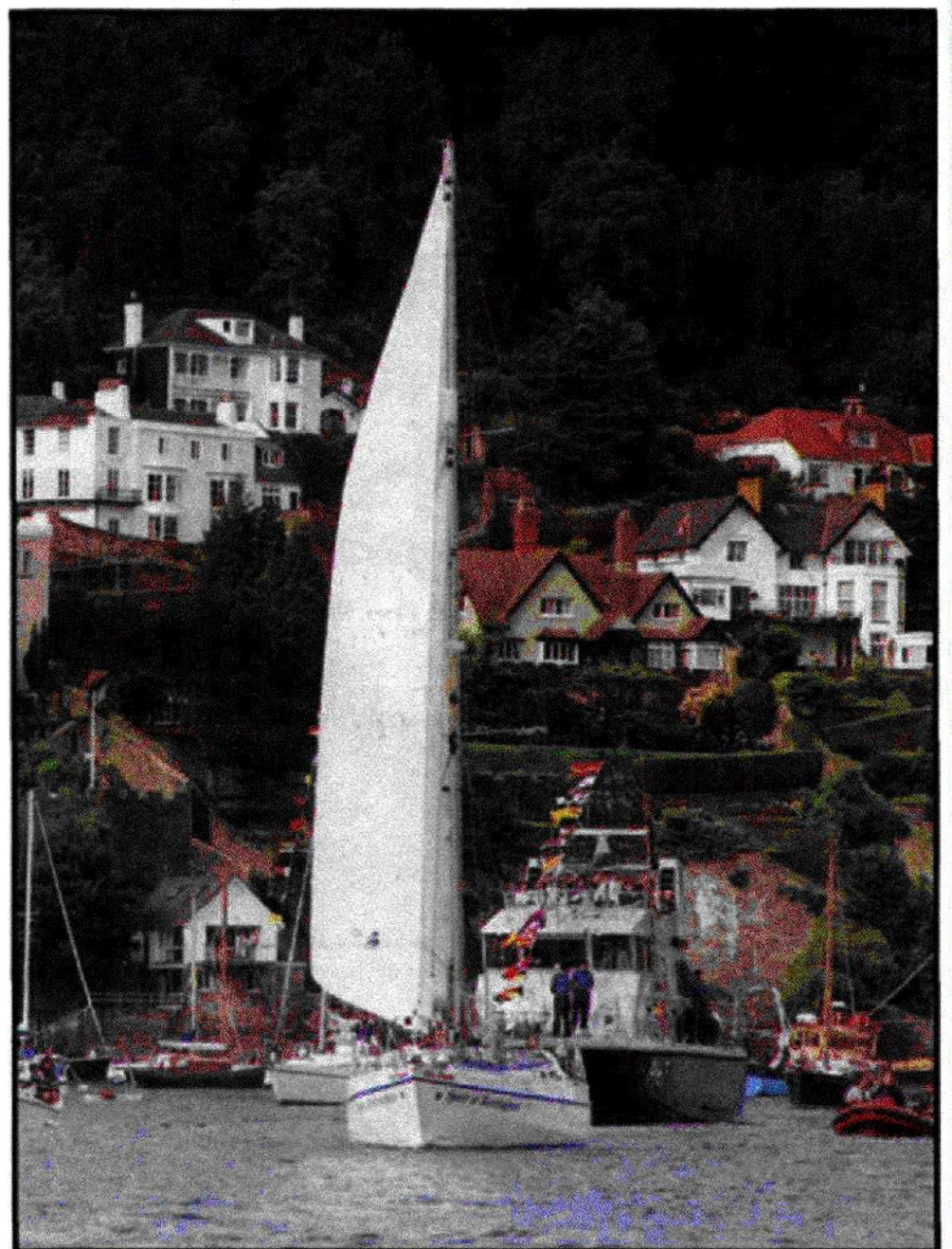
● Birmingham URNU's HMS Exploit escorts lone yachtswoman Lisa Clayton and the 'Spirit of Birmingham' out of Dartmouth.

● Loyal Watcher (foreground) and Loyal Chancellor — two Fleet tenders handed over to the Royal Navy by the RNXS which have now been assigned to Cambridge and Oxford URNUs.

● Postcard from Caen — HMS Express and the University of Wales URNU paid an official visit in September to attend a service held by the Caen branch of the Dunkirk Veterans. The previous HMS Express was the penultimate RN ship to leave Dunkirk during the evacuation.

● HMS Archer took 12 Aberdeen University undergraduates to Fair Isle, 30 miles NE of the Orkneys — the first dedicated visit by an RN ship the islanders could remember. It was made possible by recent improvements to the harbour at North Haven, including a new deep water pier.

● Oxford University undergraduates return to mother.





CUTE AS BUTTONS

MOST movies to do with children have a tendency to lean towards either the twee or the miserable: well-scrubbed, Disney-fied brats singing chirpy songs, or shivering, poverty-stricken urchins fishing a dead pet out of the dustbin. Gratifyingly, the kids in *War of the Buttons* fall into neither of these categories.

This is a tale of gang warfare on the junior league scale. The youngsters of two neighbouring County Cork villages have been feuding with one another for longer than anybody can remember, and the film, in comedy-adventure mode, details the progression, escalation and conclusion of their traditional conflict.

Conundrum

Writer Colin Welland, of "Chariots of Fire" fame, devises several well-turned vignettes dependent on childlike thought-processes; e.g. an earnest discussion about how deadly an insult "tossup" is, the realisation that no one actually understands what the word means, and the laterally thought-out solution to this conundrum.

And to city-centred audiences all that sun-drenched scenery is a tonic for the mid-winter blues!

The career of Steven Spielberg demonstrates, for the moment anyway, that you really can win all the marbles. Of his last two films — both now available on video — *Jurassic Park* accumulated vast



Captivating not twee: the young stars of the *War of the Buttons* evoke memories of childhood without overplaying the sentimentality.

amounts of money for him, while *Schindler's List* secured practically every award going. And yet two more contrasting movies would be hard to imagine.

The dinosaur picture is pure fun-of-the-fair excitement, sensation, amazement and a cry of "Come and see the monsters." Its blueprint is that of the basic

Screen Scene

disaster movie — take some futuristic, high-tech achievement (an island full of genetically-engineered pre-historic beasts), introduce the hand of fate (de-

sign faults, a tropical storm), then gleefully show the whole set-up being reduced to smokin' rubble.

There are several not very engrossing humans on the scene, the most interesting of whom tend to get eaten. But the real stars are the virtually unpronounceable, not to say unspellable velociraptors, gallimi-

muses, etc. all given distinct personalities (cute, helpful, psychotic) and all looking as real and plausible as the latest in puppetry and animation techniques can make them.

But hearts and minds scarcely enter into the proceedings, and it's hard to imagine that while he was finishing with his dinosaurs, Spielberg was working on the pre-production of *Schindler's List*, an account of decency and humanity enduring alongside the berserk violence of the Nazi death camps.

If the film needs a reference point, it might come from Storm Jameson in her introduction to Anne Frank's diary, where she writes of the sense of "stupefaction that there existed these vast slaughterhouses for people, and that to a number of her fellow human beings, sending Anne Frank to one of them seemed a natural thing to do."

Torturing

With his portrayal of the tortured, torturing camp commandant, Spielberg tries to get beyond the stupefaction. At the same time, and characteristically, he contrives to find, even in this context, a reason to reject despair, via the character of Schindler, a rather spiv-like opportunist who at first casually and then passionately sets about plucking as many lives as possible from out of the murder machine.

By ordinary standards it's probably one of the most harrowing pictures that Hollywood has ever produced. But for this subject ordinary standards scarcely apply.

— Bob Baker

AUTUMN SAILING

SAIL into the Sunset. A Handbook for "Ancient Mariners" is dedicated by authors Bill and Laurel Cooper "... to all sailing octogenarians in the hope that we will live to join them." Having just entered the ranks of pensioners, they give practical information, encouragement and advice, with the needs of elderly sailors foremost in mind. The handbook is published by Adlard Coles Nautical at £12.99.

Squadrons revisited

FULLY revised and updated to 1994 — with most of the original photographs replaced — Ray Sturtivant and Theo Ballance's standard work *The Squadrons of the Fleet Air Arm* (Air-Britain £36) now comes in large format.

Each squadron, front or second line, is given a career history with tables of its aircraft, movements and commanding officers.

Identification

Appendices cover FAA stations, aircraft carriers, pre-war Flights, aircraft and helicopter-carrying ships and FAA stone frigates. This time particular attention has been paid to aircraft markings, which will prove invaluable for the identification of photographs.

Available from Air-Britain Sales Dept, 5 Bradley Road, Upper Norwood, London SE19 3NT.

— JFA

Naval Customs & Practices

IS THIS YEAR'S THEME FOR THE

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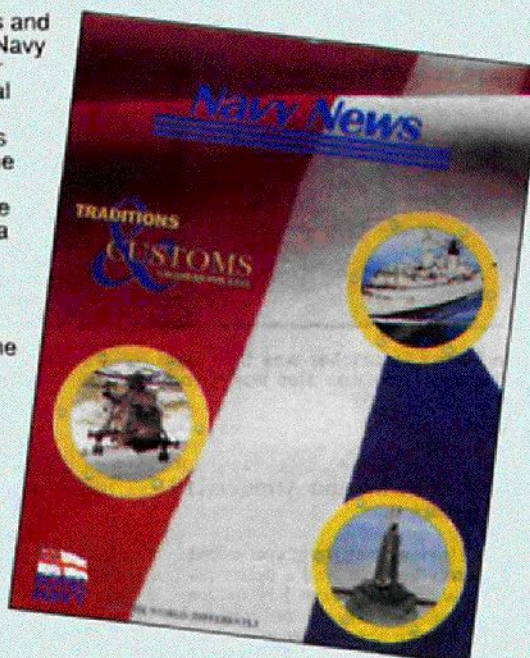
The language, customs and practices of the Royal Navy are so much part of our culture that their original meaning is often overlooked. Navy News Calendar 1995 gives the background to some of these that have become part of our heritage as a maritime nation — set alongside a dozen fine colour photographs of units of today's Royal Navy, now said to be the most modern this country has had since the early 1920s.

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ROPE MENDING

In sailing days a seaman spent much of his time handling ropes. He had to be able to make knots, bends and splices, often under difficult circumstances and often with a great deal of urgency, as the safety of the ship depended on his skill.

MESS DECK

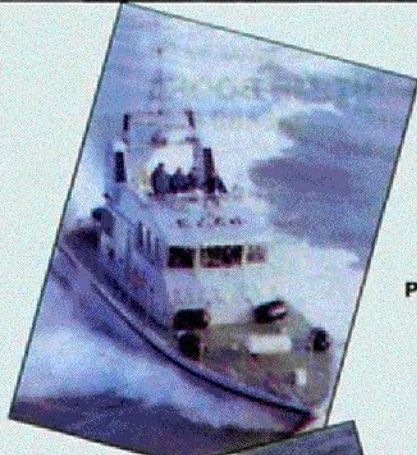
In the days of Nelson the mess was furnished with a long deal table, secured at one end to the ship's side and suspended from a rope at the other, so that it could be hoisted up to the deckhead out of the way when not in use. For seating, two long wooden stools were provided, also a 'bread barge' to stow the daily allowance of hard tack.

WEIGHING THE ANCHOR

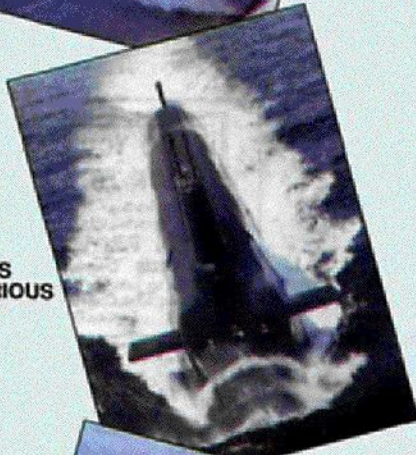
The most important advance since anchors changed from weighted devices to those having flukes with a stock was made in 1821 when the stockless anchor was patented. To weigh the anchor was to heave in the anchor cable until the anchor broke ground and hove up to clear the water.

THE SHIP'S BELL

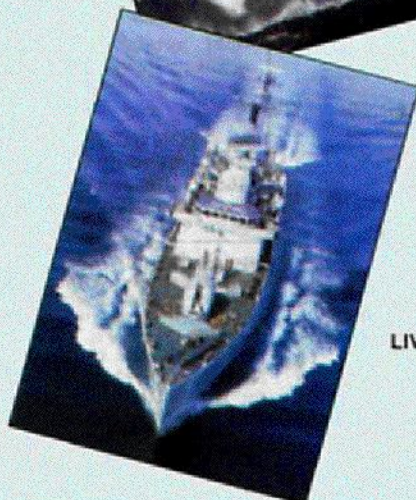
The ship's bell bears the name of the ship and her launch date. It remains with the ship until she is broken up or sold, when it is then either presented to some public body or offered for sale. There is an old custom of christening children in their father's ship, using the ship's bell as a font.



HMS PURSUER



HMS VICTORIOUS



HMS LIVERPOOL

Sea dog on his last leg

THE great value of "oral history" has only lately been properly appreciated — almost too late to preserve the accounts or participants in World War I.

Those skilled in the art of weaving assorted reminiscences into a single treatise — Lyn MacDonald is a notable example — know the value of careful editing. *The Royal Naval Museum Book of the Battle of the Atlantic* largely succeeds here, thanks to the work of the museum's own Head of Oral History, Chris Howard Bailey.

Choice of pictures is occasionally unfortunate — alongside the many grim tales of survival against the odds are photographs of the rescued looking mostly relaxed and cheerful, though this naturally testifies to their indomitable spirit.

There are some real gems here that might otherwise never have got into print — such as the story of one redoubtable old retired American master mariner who returned to the service to do his bit to help the UK ("the Old Lady").

His ship was torpedoed and he was picked up half dead from the water. One of his legs appeared to be frozen solid, so that his rescuers assumed rigor mortis had already set in — until the leg was found to be tin and stuffed with dollar bills, representing his life savings "which we dried out for him in the boiler room, and handed back to him when we returned to Liverpool."

Published by Alan Sutton, £18.99. — JFA

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At Your Leisure



KITE MAN'S DEMANDS TOO HIGH!

WARSHIP 1994 (Conway Maritime, £26) is strong on early naval aviation, with studies of the long-lived HMS Argus — the world's first flat top — and the Canadian-manned escort carriers of World War II.

But the earliest of all attempts to explore this dimension of warfare at sea were the kite trials essayed around the turn of the century.

The first navy to interest itself in man-lifting kites, as opposed to balloons, for aerial observation was the Russian. Lt Nikolai Schreiber's box kite system was tested in the Baltic in 1903 and officially reported both safe and useful — but work was suspended (sic) with the outbreak of the Russo-Japanese War and not resumed thereafter.

Buffalo Bill

The Royal Navy tried next, using kites developed by the American aviation pioneer Samuel Franklin Cody — not to be confused with his unrelated contem-

porary William Frederick "Buffalo Bill" Cody, whom he closely resembled and whose career had many curious parallels with his own.

Initial RN interest centred on the use of kites for hoisting wireless aerials and Cody's system was originally favourably reviewed.

Hot potato

A first series of trials at Whale Island and HMS Vernon and at sea from the destroyer Starfish was successful — but then Cody asked for £25,000 for his patent, a five year contract with an annual salary of £1,250 and an extra £25,000 at the end of it — and the Admiralty dropped him like a hot potato.

You could almost have built a destroyer for that sort of money in those days...

Interest revived, however, in 1907 — probably owing to concern over the growing threat posed by mines and submarines and the kite's potential for aerial detection of the same.

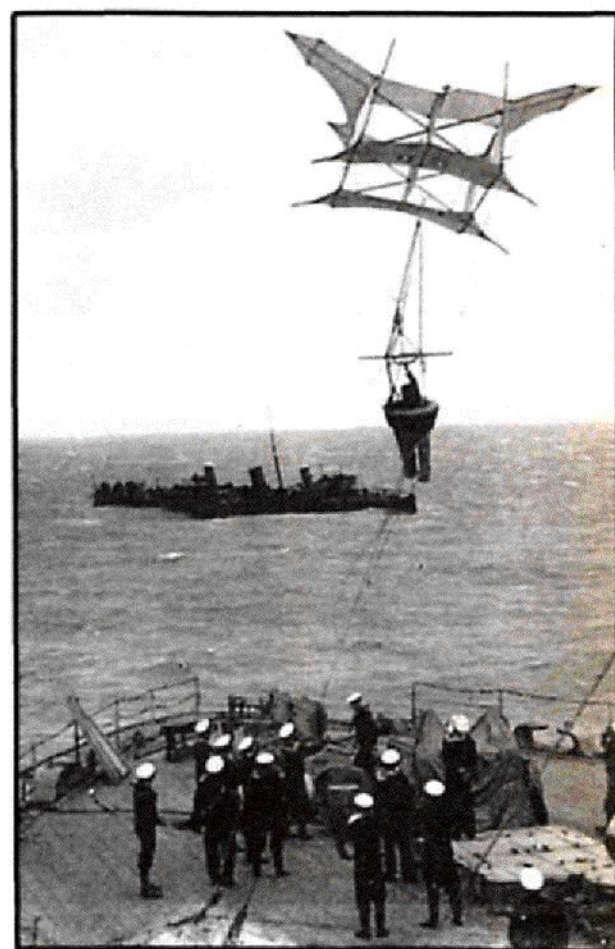
Further trials also showed its value in spotting gunfire; those

carried out in August 1908 with the battleship HMS Revenge firing on a canvas representation of a torpedo boat towed by a destroyer were probably the first application of the technique against a floating target.

Reports indicated that a more accurate estimate of fall of shot could thereby be obtained than from a control position, since the kite observer would be clear of the smoke of his own guns and probably able to see over that of the enemy — but the Admiralty once again turned a deaf ear.

Cost may again have been a factor, with a set of kites priced at £1,000 — but their Lordships' refusal to adopt man-lifters does seem misguided, given the state of the art of aviation at this time.

Before very long, though, airships and aeroplanes — particularly seaplanes — seemed to be offering a far better option for reconnaissance at sea. Cody, too, turned his attention and talent to the development of his own aeroplane designs, working closely with the Army at Farnborough. He was killed in a crash in 1913. — JFA



A Cody kite goes aloft from the quarterdeck of HMS Revenge on September 2, 1908, the observer suspended in a breeches buoy. The destroyer HMS Recruit is in the background.

One volume wonder



During the 1920s and 1930s the Fairey Flycatcher was the Royal Navy's standard fighter. This small aircraft served on all the carriers, and was also flown from short take-off platforms fitted over the gun turrets of capital ships.

ANTHONY J. Watts' superb survey of the Imperial Russian Navy is now followed by *The Royal Navy — An Illustrated History* (Arms and Armour £19.99), based in part on his two-volume Guide published over 20 years ago.

The titles of both are somewhat misleading. The first gave only a brief resumé of the Russian navy between 1700 and the middle of the 19th century and was mostly an album of photographs of the last half-century of ship development under the Tsars — albeit meticulously annotated with a wealth of operational detail.

The second is likewise incomplete — beginning out of convenience with the age of photography and thus the Royal Navy's story here begins after the era in which it gained the supremacy that was to last so long.

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Calling Old Shipmates

RN School of Intelligence, Bletchley, Buckingham (1944-50): Cdr Alan Parkinson (ret), Courtlands Farm House, Maidenhead, Dorset, would like to hear from PO David Arthur (Aberdare, Wales), CPO Alec Dargham (Preston, Lancs), S/Lt Michael Roth (Weymouth, Dorset), AB Harold Jnsworth (Manchester), CPO Thomas Seymour (Coventry), Lt Cdr Deryck Wreford (Penzance), LS Tozer, Apin, Hartshorn, Ljsey, Markenham and David MacCracken (Ayrshire).

HMS Hound (1942-44): C. A. (Bungy) Williams, 24 Barryfields, Shalford, Braintree Essex CM7 5HU (tel. 0371 850806), would like to hear from old shipmates, in particular Joc Bardsley, Jennings and Maberley — five shipmates are already in touch.

Fleet tanker Appleleaf, Far East (1943-45): G. Milbourn, 29 Rameclagh Rd, Eastham, London E6 2SJ, would like to hear from old shipmates.

HMS Cardiff (1944-85): Mrs Z. Armstrong wife of WEA John (Stretch) Armstrong, Amber Christian, 64 South St, Chichester, W. Sussex PO19 1EE, is holding a surprise birthday party for her husband in February and would like his old shipmates to attend. Contact her as soon as possible at the above address.

Naval aircraft apprentices, Anson Division, 1942-45: armoured, Tom Radley (tel. 01373 832394) would like to hear from old shipmates, in particular Sick Archer, Reg Elger, Taff Jones and Al Mayes with a view to a reunion this year.

HMS Resolution (1939-43): Ex-AB Jim Percival, 13 Heather Close, Langney, Eastbourne, E. Sussex (tel. 0323 766034), would like to hear from old shipmates.

HMS Revenge, 1939: Len Rose, 26 Manor Rd, Lancing, Sussex BN15 0HA, would like to hear from shipmates from the boys' mess deck.

890 Sqn, HMS Atheling, 1944: Mr D. Thacker, Flat 7, 34 Manor Rd, Folkestone, Kent CT20 2SE, would like to hear from old shipmates.

HMS Hunter: Len "Sticks" Munro, 71-1840-160 St. South Surrey, BC Canada V4A 4X4, is visiting the UK in August/September and would like to meet up with old shipmates who may be attending the reunion for the Forgotten Fleet.

HMS FDT 216, Le Havre, July 1944: Mr B. Rose, 20 Swann House, Saxon Rd, Saxmundham, Suffolk IP17 1EE, would like to hear from RN and RAF personnel who were serving when the ship was torpedoed in July 1944 by a JU88 aircraft at Le Havre.

HMS Loch Achray, 1945: Bob (Topsy) Turner, 17 Mill Way, East Garside, West Sussex RH19 4DD (tel. 0342 323801), would like to hear from HMS Ramilies until they were drafted to Loch Achray and HMS Widenmouth Bay respectively.

278V and 279W, HMS St George, 1945: completed course HMS Ganges, 1945: Mr H. Smith, 17 Maple Ave, Keeby, Lincs DN37 8EN, would like to hear from the following shipmates with a view to a reunion at Weymouth in Sept: Adams, Cargill, Dungease, Gregory, Hudson, Izzard, Morgan, Pilkington, Samways, Shottbolt, Stroner,

Twinn, Webb, Williams, Wilson and Woodrow.

HMS Queen Elizabeth: R. Andrews, 12 Milford Close, Bedhampton, Havant, Hants PO39 3DG (tel. 0705 472248), would like to hear from S/Lt Dunc Nowson.

HM ships Tergent, Relentless and Daring: Ex-AB E. J. Bruford (tel. 01752 368634), would like to hear from old shipmates, in particular P. Roberts from HMS Daring. Would Owen Curless from HMS Tergent please ring again, evenings.

St George's Barracks, Gosport, and HMS Agincourt (1947-54): John Tyson, 48 Landra St, Rye 3941, Victoria, Australia, would like to hear from old shipmates.

HMS Albion, Far East, FAA Branch 43 Mess, (1954-56): Ron Cox, 137 Dee Rd, Connaught Quay, Deeside, Clwyd CH5 4PB (tel. 0244 819215), would like to hear from old shipmates, in particular Georgeie Nicholson, Paddy Dunca, Bob Moss and Jock Morrison.

HMS Heron, Fire Fighters' Mess (1955-58): Ron Cox, 137 Dee Rd, Connaught Quay, Deeside, Clwyd CH5 4PB (tel. 0244 819215), would like to hear from old shipmates, in particular Jack Frost, Bert Newman, Pete Preston, Jan Rowe, Jan Greek and Bob Neville.

705 LCP(L) Flotilla: Lt (now Lt Cdr) M. S. Pilkington, Clockmaker, 11 Chesterton Grove, Cirencester, Glos GL7 1XN (tel. Cirencester 652287), would like to hear from PO A. M. Tomlin.

HMS Ashton, 7 MS Malta: T. C. Brown, 14 Mayplace Close, Bexleyheath, Kent DA7 6DT (tel. 0322 521011), would like to hear

from old shipmates, in particular Rupert Andrews, Baggly Baker and John Marlye, with a view to a reunion.

HM ships Banff, Culver, Fishguard, Greston, Hartland, Landguard, Lulworth, Sennen, Totland and Walney (1941-46): If any shipmates served in these ex-Coast Guard cutters and are not already members of the Cutters' Association, contact Jim Byrne, 93 Gatlend Lane, Leeds LS17 8LW (tel. 0532 737243) — reunions are usually held in Peterborough in September each year.

RNB Chatham (Pembroke) Div II Pay Office (1947-49): Ex-LWTR Les Keen, Mullion, The Ford, Little Hadham, Nr Ware, Herts SG11 2AY (tel. 0279 771580), would like to hear from PO Wren Writers Rene Marsden and Joan M. Hammond, Wren Writers Betty Seal, Wanda Stree and Rhoda. CPO Writers Taff Evans, Spike O'Sullivan, PO Writers Peter Galazias and Bernard Vause, Writers Ted Charlton, Ken Cornfoot, Frank French and Arthur Rothwell as well as Robert "Curly" Main, Terry Wellington, Jack Nunn and any other officers or ratings of that period.

HMS Victory IV Pay Office, 1950: Ex-CPOWTR Jack Nelson, P/MX 796898, 12/36 Shackleton Circuit, Mawson, Canberra, ACT 2607, Australia, is hoping to visit the UK later this year and would like to meet up with CPOWTR Bob Bagley and his ex-Wren wife Joan, last known living in Eastney and serving there at the Royal Marine Barracks.

HMS St Vincent, Anson 94 Entry, July 10, 1956: Rod Senior, PO Box 942, Dhahran Airport, Dhahran 31932, Saudi Arabia would like to hear from shipmates of the "rock n-

Over to You

HM ships King George V and Duke of York: Eric Turner, 59 Ralston Drive, Glasgow G52 3LU has two framed photographs of each of the battleships taken during the Second World War and he is willing to give them to any appropriate association or ex-member of the ships' companies.

HMS Ganges, 282 Class, Benbow Division, 1949-51: Christine Hall, 7 Alfred Road, Newtown, Ashford, Kent TN24 0PH would like to hear from anyone who served with her brother instructor Boy Tel Charles Middleton who was killed on exercises off Shorely in Feb 1951.

Marine Derek James Nash: R.M. Hanagan, 8 The Cross, Wivenhoe, Colchester, Essex CO7 9QQ (tel. 0206 827849) would like to hear from anyone who served with his cousin who enlisted in the Royal Marines in 1941 aged 15.

HMS Massabie, Newhaven: Mr P. Kemp, Hart Point, 36 Walmer Road, Lowestoft, Suffolk NR33 7LB (tel. 0502 568065) would like to hear from anyone who served with his father Acting Temporary Chief Edward (Ted) Kemp. Details of duties and actions Feb 1944-July 1945 would be appreciated.

HM ships Barham, Alarm, Alert, Coventry, Tedworth and Saladin (1934-46): Mrs

J. Harrison, 20 Jenkins Drive, Bishop Auckland, Co Durham DL14 6XJ would like to hear from anyone who served with her father Acting Leading Stoker Henry (Harry) Owen Pybus. Photographs would be appreciated.

Medals research: Richard Taylor, 81 Mountbatten Avenue, Sandal, Wakefield WF2 6HE (tel. 0924 256644) would like to hear from anyone who may have known SBA Eric Beaumont, from Bradford, who was involved in the D-Day operations, and PO F. Clark, whose medals include the Soviet 1945-85 Commemorative War Medal.

PO Ben Driver: Harry Moly, 57 ASDU Avenue, Parkstone, Poole BH12 5DU (tel. 0202 516534) would like to hear from anyone who remembers PO Ben Driver who rescued Sgt E. Spencer, 44 Squadron, Waddington, who bailed out of his aircraft on June 4, 1940.

UN cemetery Pusan, Korea: A. G. Rose, 49 Nicholas Rd, Dagenham, Essex RM8 3ED, visited the cemetery and took photographs of the graves of Sgt-Lt D. A. Knock and AB A. Findlay which he would like to pass on to relatives.

HM ships Burnham and Churchill: Alison France, 354 West Dyke Rd, Redcar, Cleveland TS10 4PH, would like to contact shipmates who served with her father Sid France who died suddenly in August.

HMS Anson, 1945, and Gunner's Manual: Mr A. R. Brannon, 24 Church Lane, Upton-by-Chester, Cheshire CH2 1DJ (tel. 0244 380542), would like a photograph or coloured print of the ship. He would also like to hear from anyone who knows where he can get a pre-war gunner's manual.

W/T Operator Stanley, Indian Ocean, 1944: If there are any surviving relatives or friends of W/T Operator Stanley who circumstances in which he lost his life in the Indian Ocean on February 14, 1944 they are invited to contact Trevor Birns, PO Box 388, St Michael's on Sea, 4265, Republic of South Africa.

HMS Philante, HQ ship at Loch Erriboll, May 1945: Researcher into surrender of U-boats requests recollections. Contact Washford Post Office, Somerset TA23 0PJ (tel. 0984 40349).

HMS Maggie and U-249: Researcher into surrender of U-boats requests recollections

"roll" entry with a view to a 40th anniversary reunion. Lt Cdr Robertson-Macdonald, Lt White, POs Jones, Horstall, Flack and Gidens, Lofy Walsh, Paddy Prendeville, Gary Flack, Paddy Pinkerton, Nobby Clark (ex-Ganges) Ginje Pettifer, Bob Campion, Al Godley, Bob Sexton and Nozzer Peterson.

HMS Astute (1961-65): Mac Flowers, 51 Castle St, Eastwood, Nottingham NG16 3GW (tel. 0773 788325), would like to hear from old shipmates, in particular Smudge Smith, last known Portsmouth area, and Maureen Jones, widow of Gordon, a shipmate from Canada.

HMS Suffolk (1941-45): R. Papps, 15 Greenview Park, Gt Clacton, Essex CO15 4LZ (tel. 0255 428233), would like to hear from ex-ABs Sidney Tuft and J. Lazarous.

Hawke 41 Artillery Apprentices reunion committee would like to hear from M. G. Barraball, B. V. F. Barrow, J. S. F. Butt, M. B. P. Collier, D. Cooper, I. Dent, H. Glynn, L. H. Hamilton, D. S. Herbert, J. Longley, L. J. Miller, J. Mills, A. W. J. Phillips, R. W. Pratt, J. E. S. Storrs, C. R. Turner, M. L. Williams and A. R. Wallis. Contact Don Cole, 7 Homefield Rd, Drayton, Portsmouth PO6 1RB (tel. 0705 385353).

HMS Advantage, Woolloomoo Docks, Australia: John Wood, 111 Roy Crescent, Bedford, Nova Scotia, B4A 3X2, Canada, would like to hear from old shipmates.

HMS Salisbury (1962-64): Mike (Lenny) Leonard, Rose Cottage, Nettleton, Chippenham, Wilts SN14 7NP (tel. 0249 782552), would like to hear from old shipmates, in particular 15 Mess (TAS).

of this first boarding in company HMS Amethyst, May 9, 1945. Contact Washford Post Office, Somerset TA23 0PJ (tel. 0984 40349).

Books about the Navy and the sea: Bibliophile, 3 Newcombe Park, Mill Hill, London NW7 3QN (tel. 081 906 2854), would like to hear from anyone who has books about the Navy and the sea which they no longer require.

RNKS Journal, Number 8: F. H. Gerring, 1 Cedar Gardens, Bagin, Port Talbot, West Glamorgan SA12, would like a copy of the RNKS Journal, Number 8.

Capt A. Hodge's stolen sword: About three years ago Capt Alexander Hodge GC RNR (ret'd) had his house broken into and his sword, which was presented to him in 1936, was stolen. Mrs Hodge is trying to track down the sword which has a M. Hodge engraved on the blade in fairly deep type. She is prepared to reward the owner by matching the price paid for it. If anyone knows the whereabouts of the sword please contact Lt T. Higgs, SO(P) to FOSNMI on 0383 412161, ext 4358.

HMS Glendower: The VJ and 50 committee at Pwllheli are preparing to celebrate the 50th anniversary of VJ day and HMS Glendower will feature prominently. Anyone who has either a photograph, article or special memory of their days at Glendower contact O. Roberts, 60 Morfa Garreg, Pwllheli, Gwynedd LL53 5BA (tel. 0758 612314 — eve).

HMS Durban and USS Augusta CA31: J. M. Parkinson, 10 Eastwood Rd, Dunkeld West, Johannesburg 2196, South Africa, is putting together short histories of both ships and would like to hear from anyone who served in, or liaised with, or has any anecdotes to relate in connection with either cruiser. HMS Durban played an active part in the retreat from Singapore in Feb 1942 and ended her days as a Gooseberry ship off Sword Beach in 1944. USS Augusta took part in the North African landings, D-Day landings off Omaha Beach and in Operation Dragoon, the landings on the south coast of France.

HMS Birdlip: On June 14, 1944, in the company of two other A/S trawlers, Inkpen and Turcoman, escorting the French ship St Bastille, the Birdlip and St Bastille were sunk by U-547. Anyone with knowledge of this

Reunions

HMS Denbigh Castle: Any survivors of the sinking who wish to attend the 50th anniversary commemorations at Plymouth on February 13, contact W. A. Wright, 19 Edward Rd, Halesowen, West Mids B63 4DL (tel. 0121 5500048).

Castle Class Corvette Assn (HMS Denbigh): To commemorate the 50th anniversary of the loss of HMS Denbigh, sunk by U-992 on Feb 13, 1945, members of the association will be holding a reunion and remembrance service on Feb 10-14. Details from Stan Taylor, 10 Beech Road, Willenhall, West Midlands WV13 3DD (0902 633197).

HMS Burges (K347) Assn: will hold their next reunion in June. Details from D. Benson, 313 Divdy Rd, Bucknall, Stoke-on-Trent ST2 0BU (tel. 0782 281872).

HMS Antrim: will hold their next reunion on Sept 15-17, venue to be determined. Contact the Treasurer on 01305 778410 or membership secretary on 0121 429 2428.

HMS Implacable: will hold a first reunion at Skegness on March 17-19. Details from E. Buckner on 0228 514570.

HMS Return, British Embassy, Tokyo 1945: A first reunion will be held at Clacton-on-Sea on March 24-26. Details from E. Buckner on 0228 514570.

Majestic-Caledonia Assn 1937 Boys 1939: will hold a reunion at Sunderland RNA on May 18. Details from Jim Duckworth, 87 The Hove, Murdishaw, Runcorn, Cheshire WA7 6EE (tel. 0928 718109).

HMS Froisher: will hold a reunion at the Royal Fleet Club, Devonport on September

2. Details from Charlie Connelly, 12 Citizen House, Harvest Est, Hornsey Rd, London N7 7ND.

HMS Dasher, 1943: A reunion for survivors, relatives and friends will be held in March. Details from Mrs Brenda Mackay, 14 Macneil Place, New Farm Loch, Kilmarnock KA3 7EQ.

LST and Landing Craft Assn: will hold their annual reunion at Saltdale, Sussex on May 8-12. Details of the association and newsletter are available from Cyril Iott, 59 Reynolds Rd, Ipswich, Suffolk IP3 0JW (tel. 0473 710722).

HMS Arethusa Assn: will hold their seventh reunion on the Isle of Wight in Oct. Details from Tom Sawyer, 4 Victoria Rd, Rothwell, Leeds LS26 0AA.

HMS Leander: will hold their 12th reunion at the Royal Fleet Club, Morice Sq, Devonport, Plymouth on April 8. Details from Danny Neve, 25a Haddington Rd, Stoke, Plymouth PL2 1RR (tel. 0752 562973).

HMS Woodbridge Haven, Mediterranean commission (1955-57): Former shipmates wishing to attend a reunion, venue to be decided, contact D. Bishop on 0983 811207.

HMS Gloucester (1939-41): will hold their annual reunion at the Royal Fleet Club, Devonport on May 19-21. Details from Ernie Evans, 3 Lake View Rd, Sevenoaks, Kent TN13 3EH (tel. 0732 456666).

HMS Dorsetshire Assn: will hold their 53rd anniversary reunion at the Royal Fleet Club, Devonport on April 14-15. Details from Bert Gollop, 3 Cotshall Close, Ernesettle, Plymouth PL5 2PA (tel. 0752 360478).

HMS Gravelines (1st and 2nd Commissions): will hold their third reunion at the Royal Fleet Club, Devonport in March. Details from Ray Whittington, 1 Christchurch House, Chepstow Rd, Newport, Gwent NP6 9FA (tel. 0633 272935).

42 Cdo RM, MT Section (1959-62): will hold their third reunion at the Royal Fleet Club, Devonport, Plymouth on May 27. Details from R. A. Hunt, 26 Liddards Way, Purbrook, Waterlooville, Hants PO7 5QW (tel. 01705 262427).

HMS Howe: will hold their annual reunion at the Royal Sailors' Home Club, Portsmouth on March 25. Details from Reg Goldsmith, 28 Hamlyn Cres, Totton, Southampton SO40 3PA (tel. 0703 862927).

HMS Rotherham, Captain (D) XI D E (1942-45): The unveiling of a tablet commemorating the Singapore surrender and the end of the Second World War will take place in Rotherham in September. Send s.a.e. for details to Bob Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk PE30 3DZ.

Fast Minelayers Assn (South East Branch): will hold their next reunion at the British Legion Club, Braganza Rd, Kennington, London on Jan 31. Details from Ray Moore, 89 Walling Rd, Norwich NR7 9TG (tel. 0603 37652).

HMS Whitesand Bay Assn will hold their seventh reunion at the Royal Sailor's Home Club, Portsmouth on March 4. Details from Geoff Nightingale, 268 Galleys Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD (tel. 0442 63405).

HMS Warwick: In connection with the 450th anniversary of the grant of the Royal Charter to Warwick a reunion for old shipmates will be held in Warwick on March 24-26. Details from A. J. Coles, 14 Montague Rd, Warwick CV34 5LJ.

HMS Black Swan Assn: will hold their annual reunion at Blackpool on April 21-23. Details from John Durstan, 47 Abbottsbury Rd, Newton Abbot, Devon TQ12 2NS.

HMS Wren (1942-56): will hold a reunion on March 24-25. Details from Ron Young on 0707 265653 or Les Owen 0373 822619.

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FIFTY YEARS ON

A LOOK back at the wartime operations of the Royal Navy half a century ago this month.

The focus of the war was shifting to the Eastern theatre. Operations to clear the Japanese from Burma relied heavily on support from the sea, and Royal Marines Commandos enhanced their fine record.

The Fleet Air Arm pounded Japanese installations in Sumatra. U-boats were still operating in UK coastal waters but, with modern craft emerging from the building yards in significant numbers, they achieved only limited success.

Principal events included:

3: Assault on Akyab, Burma. 3rd Commando Brigade (42 and 44 Cdo RM, 1st and 5th Army Commandos took part in all operations). HM ships Napier, Nepal, Shoreham, Bombardment force Newcastle, Nigeria, Phoebe, Pathfinder, Raider and Rapid.

4: Air strike on oil refineries at Pangkalan, Brindan, Sumatra, FAA Sqn: 849, 857, 887, 894, 1770, 1834, 1836, 1839, 1844. HM ships indefatigable, Indomitable, Victorious, Argonaut, Black Prince, Ceylon, Suffolk and destroyers of the 25th and 27th Flotillas.

6: Amphibious landings by the US Forces in Lingayen Gulf, Philippines. HMA ships Arunta, Australia, Warramunga, Gascoyne, Shropshire, Warrego in support.

7: Operations in Kalaian River, Burma. HMI ships Jumna and Nardaba, HMMLs 381, 829.

12: HM submarine Regulus sunk by mine off Corfu. Assault on Myepon, Burma. HMI ships Jumna and Nardaba, HMML 1248, HMML 854, 42 Cdo RM and 1 Cdo Army successfully defended Hill 170 for 36 hours against waves of fierce attacks. Special order of the day: "The Battle of Kangaw has been the decisive battle of the whole Arakan campaign, and that it was won was largely due to your magnificent courage on Hill 170."

15: HMS Thane, escort carrier, torpedoed by U-482 off the Clyde. Towed in by HMS Loring but beyond repair.

16: HM ships Amethyst, Hart, Loch Craige, Peacock and Starling sank U-482 six miles off Macrihanish. Russian destroyer (ex HMS Churchill) sunk by U-997 off Kola Inlet. HM submarine Porpoise lost in Malacca Strait, probably to Japanese air

attack — the 78th and last British submarine sunk in the war.

21: Assault on Ramree Island, Burma. HM ships Ameer, Kistna, Flamingo (RIN), Llanstephan Castle, Napier, Pathfinder, Phoebe, Queen Elizabeth, Rapid, Redpole and Spey. HM ships Icarus and Mignonette sank U-1199 off Wolf Rock.

22: Assault on Kangaw, Burma. 3 Commando Brigade, HMI ships Jumna and Nardaba, HMMLs 416, 843, 854, 885, 892.

23: 45 Cdo RM fought a fine action clearing the left flank of the 7th Armoured Division during the advance into Holland.

24: Repeat air strike on oil refineries at Palembang, FAA Sqn: 820, 849, 857, 854, 887, 894, 1770, 1830, 1833, 1834, 1836, 1839, 1844. HM ships indefatigable, indefatigable, illustrious, Victorious, King George V, Argonaut, Black Prince, Eurymachus, 10 destroyers of the 25th and 27th Flotillas. Tanker escort, Ceylon and Uchin. Rescue. Submarines Sturdy and Tanbyr. Air-Sea Rescue submarine Tantalus.

26: HM ships Alymer, Bentinck, Calder and Manners sank U-1051 off Anglesey. Manners damaged and towed to Barrow but beyond repair. HM ships Bligh, Keats and Tyler sank U-1172 off Cahore Point, Ireland. Assault on Cheduba Island, Burma. HM ships Ameer, Kenya, Newcastle, Nigeria, Norman, Paladin, Phoebe, Raider, Rapid, Spey and Teviot.

29: Air strike on Palembang. A repeat of the operation of 24 January.

31: A memorable date for 42 and 44 Commandos RM for their part in the Kangaw Campaign.

Taken from Royal Navy Day By Day.

Search on for Barham boys



IT WAS back in 1918 that Bill Hensby (bottom right) and his fellow Signal Boys from HMS Barham stepped into the studio for this group photograph.

Almost 76 years have now gone by and Bill would dearly love to hear from any of his shipmates pictured above or from their relatives.

Contact him at 5 Segrave Close, Weybridge, Surrey.



Time to raise the flags

AS 1995 MARKS the 50th anniversary of VE Day and VJ Day, this year promises to be a vintage one for parades and ceremonies — and an extremely busy one for shipmates, especially the Association's standard bearers.

As the image makers of the RNA, they will provide its public face at major local and national events. And no doubt, they will as always do the Association proud.

One such ceremony is to be an historic pageant in Hyde Park on May 6 at which 150 standards have been invited to parade. Organiser of the event is Major Michael Parker, who has staged some memorable and spectacular events at the Royal Tournament.

The high esteem in which the Association's standard bearers are held is reflected by an invitation received from Col. Ian Ferguson, Director of the 1995 Royal Tournament. Though the RAF is the lead Service this year, he has extended an invitation to have the Association's standards paraded on July 22.

The RNA's gala reunion due to take place on October 14 in

the Royal Albert Hall will be another occasion when standards will be paraded and possibly again the next day, if plans to dedicate a new national standard are realised.

Bridport is mine host...

MEMBERS of Bridport branch join officers and men on the fo'c'sle of HMS Bridport during a "magical" day on board.

The visitors spent a day at sea in the mine counter-measures vessel when she made a goodwill call on



her namesake town. Thanks to her commanding officer, Lt Cdr Sean O'Reilly — at the front with Mayor Roger Draper — the guests spent a day at sea watching helicopter displays, and discovering

how modern mines are deactivated.

They returned the splendid hospitality when Lt Cdr O'Reilly and the ship's company joined the branch for a Remembrance Day service ashore. It was held

at St Mary's Church and conducted by Navy chaplain, the Rev. Richard Buckley.

A White Ensign from the ship was presented to the mayor. It will now hang in St Mary's Church.

Picture: Dorset Evening Echo

Recruits flock to join Bexhill

SINCE commissioning a mere year ago, Bexhill-on-Sea branch now boasts 118 members and has already dedicated its standard.

Over 200 shipmates and guests attended the service in St Peter's Church, conducted by the Rev. John Cotton. Those present included Rear Admiral M. A. Griffin, president No 3 Area; Miss Kay Warrington, National Council member; and the Deputy Mayor.

At the parade which followed there were 24 standards representing branches in the Area, the salute being taken by Admiral Griffin.

The branch meets on the fourth Monday of the month in the Mermaid Restaurant, Sackville Complex, Bexhill and welcomes new recruits.

Pilgrim's progress

FOLLOWING in the footsteps of thousands of other pilgrims, Shipmate Alf Lonsdale of Horley branch took the ancient route of St James in Spain and walked from Roncesvalles in the Pyrenees to the cathedral of Santiago de Compostela.

The 400-mile trek which he completed in three weeks crossed mountains, vineyards, vast plains and woodlands with overnight stops in monasteries, town halls and convents.

Unique setting for standard

THE 800-year-old Lord Mayor's Chapel of St Mark's, Bristol, was the splendid setting for the laying-up of No. 4 Area standard.

The Rev. Ray Brewer, Area chaplain, assisted by Archdeacon Williams conducted the service, attended by 130 shipmates led by Area president, Shipmate Howard Jefferies.

The Last Post and Reveille were sounded by buglers of Weston-super-Mare Sea Cadet unit and after the service Bristol branch entertained visitors and guests.

The Chapel of St Mark's is a fine resting place for the old standard. The chapel attracts thousands of visitors and is the only one in the country which is the exclusive property of the Commonalty — the common people.

Essex

A big thank you from the Essex branch of the FAA Association to shipmates and branches of Nos 1, 2, 5 and 6 Areas for the generous support given at the dedication of the Essex FAA standard. Without this support, especially by shipmates of Braintree branch, it's unlikely the dedication would have taken place.

Ludlow

The dedication of Ludlow and District standard in the local parish church was attended by 350 shipmates with 30 standards on display.

The service was conducted by the Rev. Richard Shaw, branch chaplain, and the salute at the march-past was taken by Capt Jim Rayner, the General Secretary, accompanied by officers of No 8 Area, deputising for Shipmate Ron Tasker.

chairman of the National Council.

After the ceremonies shipmates attended a buffet reception at which the guests included the Mayor, Mr Christopher Gill MP, and members of the local radio station Sunshine 855 who sponsored the standard.

A thank you to all who gave support, especially Shipmate Shirley Hayward, the ladies section and the standard bearer of No 8 Area.

Branch News

Peel

More than 100 school children in the Isle of Man attended a service and wreath-laying ceremony organised by the branch in honour of Capt John Quilliam (1771-1829), first lieutenant of HMS Victory and a great seafaring Manxman.

Sidcup

Capt Ron Fisher RN (ret'd), formerly of HMS Belfast, was guest of honour at the branch annual dinner.

At the branch Remembrance

Day service in the church of St John the Evangelist, a lectern edition of the New Edition of the Bible was presented, on behalf of the branch, by vice-chairman, Shipmate Stan (Shiner) Wright, to Canon S.L.S. Allen, who conducted the service.

Cork

Members mourn the loss of Capt. Paul Chavasse RN (ret'd) a tireless worker for naval pensioners in the area.

During the Second World War he served in HMS Abdiel, took part in the evacuation of Crete, and was torpedo officer in HMS Jamaica when the Scharnhorst was sunk.

After the war, he was Captain-in-Charge of the Royal Ceylon Navy, the last British officer to hold the post.

Redruth & Cambourne

It is expensive to replace a standard, but the branch had no option when the flame of a church candle damaged theirs during a service.

It is now replaced by a new standard which was blessed in St Andrew's Church, Redruth, by the Rev. Bush.

The branch held a gala cele-

bration to mark the anniversary of Trafalgar. It was attended by personnel of RN air station Culdrose and friends in the area.

Blackpool & Fylde

Over 100 shipmates representing branches throughout No 10 Area attended a special service at St John's Church to mark the 40th anniversary of the commissioning of the branch.

At the service, conducted by Canon Richard Impey, branch chaplain, the impressive display of standards included 12 from other ex-Service associations.

Plymouth

Members hosted a reception at the Royal Fleet Club in honour of the Lord Mayor, their local patron, and the Lady Mayoress. The guests, including branch president Commodore Michael Johnson RN, members of the RM and WRNS Associations and representatives of Saltash branch, were welcomed by Shipmate Bob Wall, branch chairman.

Taunton

The commanding officer of HMS Ark Royal, Capt Terry Loughran, was guest of honour at the branch's Trafalgar dinner, delighting shipmates with an account of life on board.

In appreciation of their long service to the branch, Shipmates R. Murch, (chairman) and R. Pearcey, (vice-chairman) were presented with life membership during the evening.

Members also attended a service in the United Reform Church, conducted by the Rev. Brian Kirk. Branch and area standards were paraded.

Boat race challenge

BECCLES branch is not slow to accept a challenge, but to take part in a boat race covering a distance of almost two miles is a daunting prospect.

To ensure they survive, the branch has enlisted the help of the local Sea Cadet unit to man safety boats and if necessary administer reviving agents such as rum.

Fortunately the race is not due to take place until August, so members have plenty of time to get into training and show The Royal British Legion, which issued the challenge, the stuff of which they are made.

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Choosing a boarding school is one of the most crucial decisions you make as a parent. It is therefore important to undertake careful research and take good advice to ensure that the school will be suitable for your child. You are strongly advised to talk matters over with your Education Officer. Most Education Centres also have a range of helpful publications, and some are now equipped with a sophisticated computer programme which is a valuable aid to shortlisting. More specialist advice and comment on shortlists can be obtained from the Service Children's Education Authority, Schools Advice Section, which maintains a comprehensive bank of information on boarding schools.

Write to SCEA, HQ DGAGC, Worthy Down, Winchester SO21 2RG, or telephone Winchester Military 2933 (0962 887933).

FOLLOWING on from the successful Action Pack programme launched into schools four years ago, the Royal Navy has announced a further support to PE teachers.

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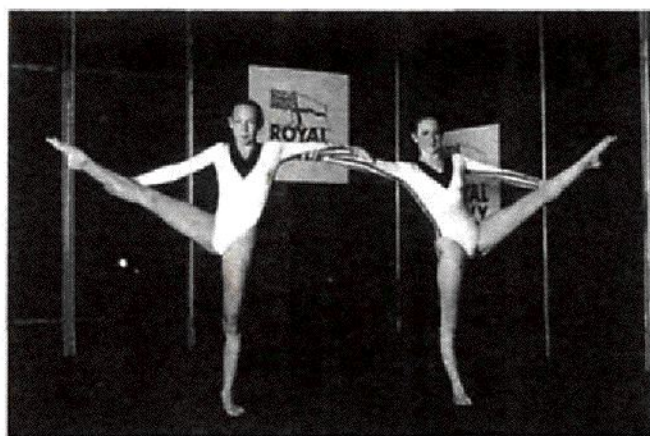
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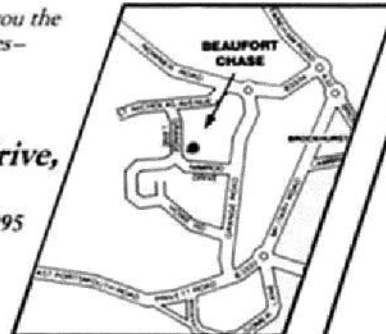
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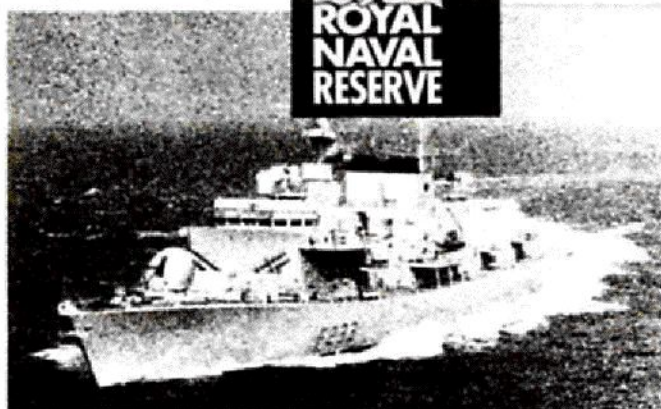
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Cooks dish up recipes for success

COOKS and Stewards of the Royal Navy and Royal Marines showed off their culinary and presentational skills at the 11th annual Salon Culinaire held at the Victory Club, HMS Nelson.

The two-day Salon drew entries from 21 shore establishments, including HMS Rooke (Gibraltar) and HMS Tamar (Hong Kong), six ships, two submarines and a combined team from the Royal Marines.

The competition is open to Service personnel and civilian catering staff and is divided into Junior and Senior classes depending upon experience and training. Many of the young cooks and stewards, who may have joined the Navy with no previous cookery training, go on to achieve success in international competitions such as Hospitality, at Earls Court, London.

Demonstrating the most up-to-date techniques and latest trends in food presentation the 196 competitors took part in cook and serve events as well as preparing static displays of pre-prepared dishes, cakes, pastries and packed meals.

This year, yet again, saw a particularly strong team from HMS Tamar who came top of the medal count with eight golds, four silvers, one bronze and four certificates of merit. HMS Illustrious came second

with four gold and four silver.

A total of 24 trophies were awarded with over 36 prizes being donated by 25 different sponsors, the most prestigious of these going to

● A/CK Richard Earwicker, HMS Nelson, named Young Cook of the Year and awarded the NAAFI Cup for the best junior entry overall.

● POCK James McCarthy, HMS Illustrious, awarded the Prix D'Honneur for the best entry overall (Class 57 Senior Cold Buffet).

● LCK Stuart Somerville, FOSF Retinue Staff, named Leading Cook of the Year.

● WSTD Joanne Carter, HMS Invincible, named Young Steward of the Year.

● LCK Keung Ho and LSTD Kwok Wing Ip, HMS Tamar, winners of the Open Cook and Serve.

Chairman of the judges this year was Mr Brian Jones, senior instructor officer at the RN's Cookery School, responsible for the implementation of National Vocational Qualifications for naval cooks and stewards. Eminently qualified to judge the Salon, Brian has

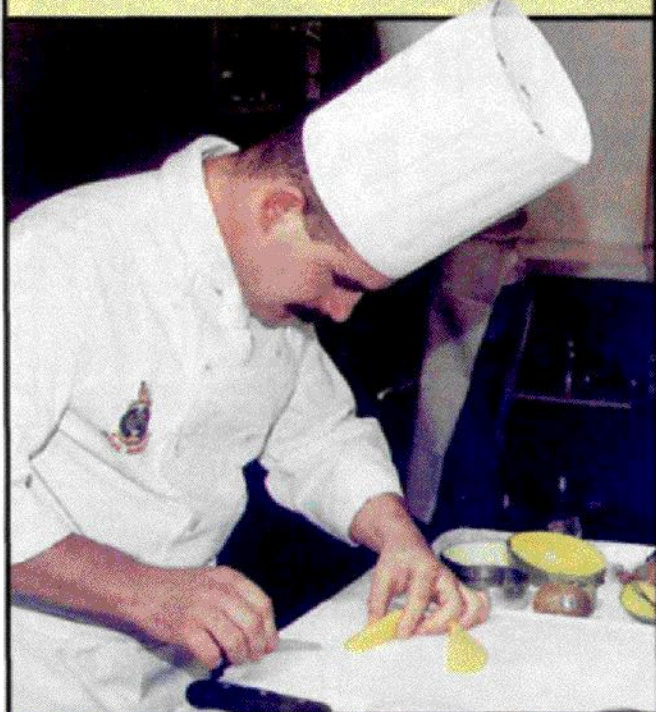
served as a senior judge at Hotelympia (now Hospitality) from 1987-1994 and recently returned from France where he was a member of the British team of chefs which won the Banqueting Gold Platter Award.

He was most impressed with the high standards achieved at this year's Salon and by the efforts of both ships and establishments to support the competition despite the demands on manpower.



● This year's winning team from HMS Tamar proudly display their tally of gold, silver and bronze awards. The Hong Kong establishment sent a smaller team than usual but managed to achieve more awards than ever.

Golden oldie



STEPPING into the limelight at very short notice provided a golden opportunity for Mne William Cremin, (above) Commando Training Centre, Lymington, to gain top honours when he completed in the Young Cook of the Year section at this year's Salon Culinaire.

When Lymington's original entrant dropped out the team were determined not to let the Corps down and so Mne Cremin volunteered for duty only to walk off with a gold medal.

With two days to go before the competition started he began work on his menu of chicken breast stuffed with shallots, fresh herbs, garlic, apricots and pistachio nuts served with a symphony of pan-fried vegetables, followed by gratinated fresh fruit on a sabayon flavoured with Grand Marnier, and only managed to complete his final run-through with 24 hours to spare. The judges were so impressed with his work that, along with A/CK Richard Earwicker, he was awarded the coveted gold medal.

Mne Cremin originally served six years as a stores assistant but left in 1991 to work as a security guard. Disillusioned with life in Civvy Street he re-enlisted, this time as a cook, and completed his training in September last year.

When not working in the heat of the kitchen Mne Cremin likes to work up a sweat weightlifting. He is currently the Avon County Senior Middleweight champion so anyone considering complaining about the standard of his cooking should think long and hard before picking on this tough marine!

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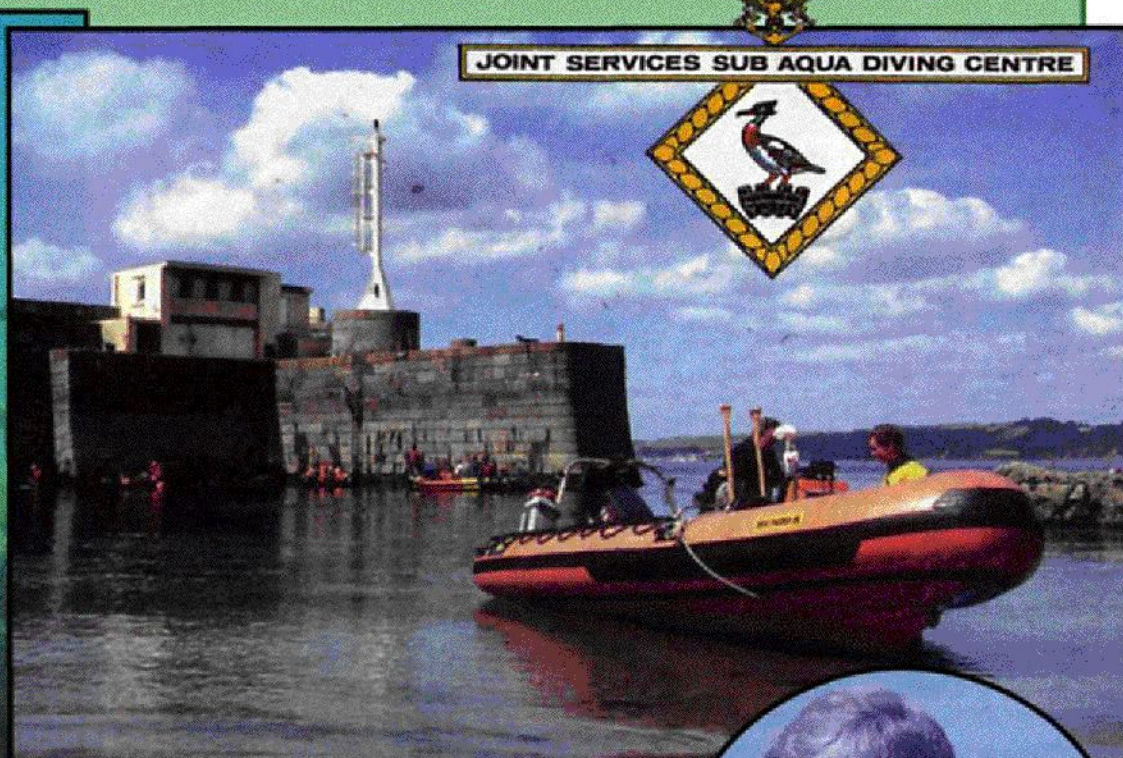
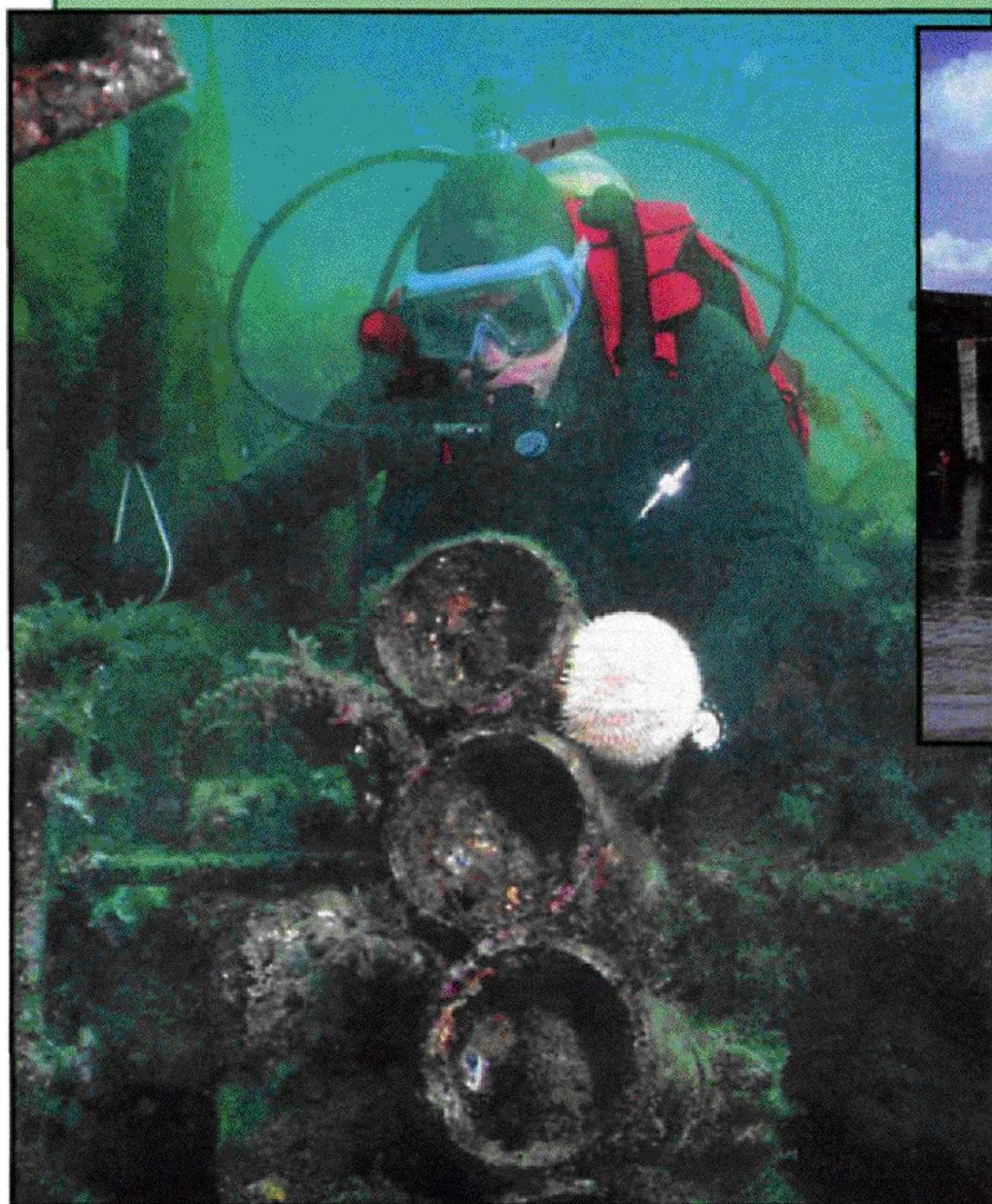
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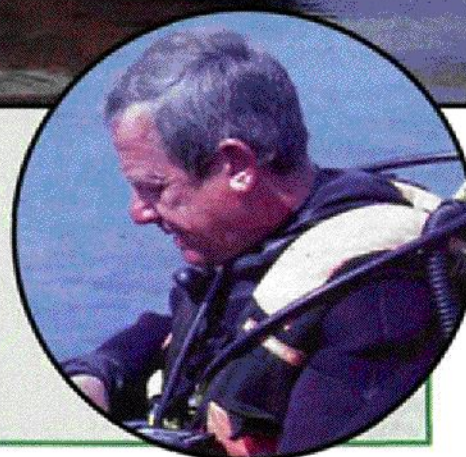
The art of course diving



ABOVE: Fort Bovisand, home of the Joint Services Sub-Aqua Diving Centre for the past 25 years.

LEFT: A student at the Centre examines the engine of a crashed Lancaster bomber at one of the dive sites used by the JSSADC.

RIGHT: CPO John Smith, chief instructor, prepares to dive. He and his colleagues teach up to the advanced standards of the British Sub-Aqua Club.



Where 600 a year learn skill in depth

THE LURE of underwater sport and adventure will this year keep the Navy-sponsored Sub-Aqua Diving Centre busy teaching skill in depth to almost 600 Service personnel.

The centre at Fort Bovisand — on the coast, yet only three miles from the heart of Plymouth — is celebrating its 25th year and is one of two Joint Services training establishments run by the RN, the other being the Sail Training Centre at Gosport, Hants.

Built in the 19th century to protect Plymouth Sound from French attack, the fort never saw action against them. Today its armoured casemates which once housed colossal, 18-ton guns, fulfil a peaceful purpose as the Diving Centre's offices, lecture rooms, stores and accommodation.

Best sites

Overlooking the Sound and within easy reach of some of the best diving sites off the South Coast, Bovisand was once the British Sub-Aqua Club's national headquarters and, as well as the JSSADC, now houses a commercial diving school and an establishment for research into diving illnesses.

The mainly naval staff, augmented by an Army and an RAF instructor, provide week-long training courses for all levels of trainees, from beginners to the more experienced divers seeking advanced qualifications from the British Sub-Aqua Club.

Theory is taught in the classroom before students go on to master specific techniques in the sea, taking part in open-sea drift dives, wreck dives, search-and-recovery exercises or underwater navigation.

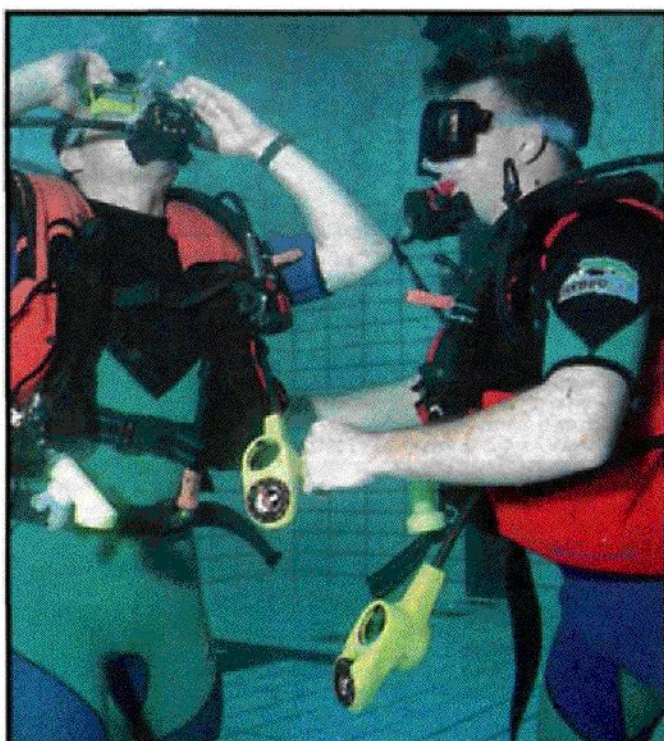
Taught to BSAC training

standards, students enjoy the benefits of experienced and nationally qualified instructors as well as the most up-to-date equipment. Accommodation and meals are free, and they are taken to and from dive sites in fast, rigid inflatable boats.

All the facilities combine to make Bovisand a popular expedition base for Service sub-aqua clubs, especially as it is so

close to such excellent diving sites.

● Details of courses at the JSSADC are contained in JSP 419, an annual publication which lists all adventurous training courses run by the three Services. It includes application forms and is normally available from all sports offices. In case of difficulty the JSSADC can be contacted on 0752 405573.



Pool sessions at Fort Bovisand play an important part in the training of novice divers.

Happy New Year

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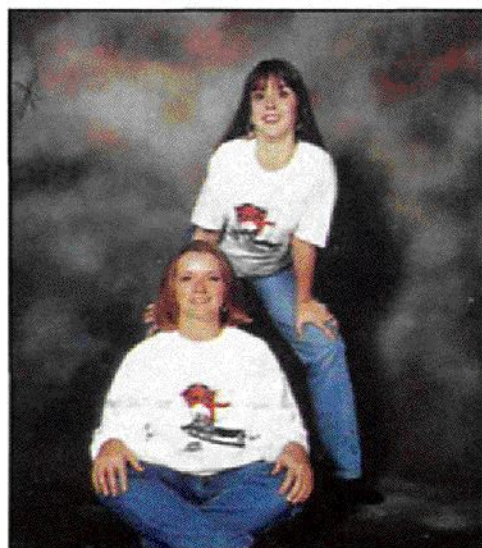
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The far flung Commando

FOR Taunton-based 40 Commando 1994 proved to be a year of contrasts.

The first few months saw them completing a six-month tour in Belfast and taking part in exercises in the UK and, as last year drew to a close, units were spread far and wide across the globe.

Men from A Company, led by Sgt Stu Pears, deployed to the Adriatic for three months as part of the Fleet standby rifle company.

The team were there to assist the Royal Navy in their boardings of merchant vessels in accordance with UN embargo resolutions. At the time of going to press the party had conducted over 40 boardings as part of Operation Sharp Guard, with as many as four or five taking place each day.

Curry Trail

Last month B Company returned from Brunei where they had taken part in Exercise Curry Trail, an annual event designed to teach the men how to operate in jungle conditions.

The exercise also included teams from the Commando's anti-tank troop and mortar troop, a team from 29 Cdo

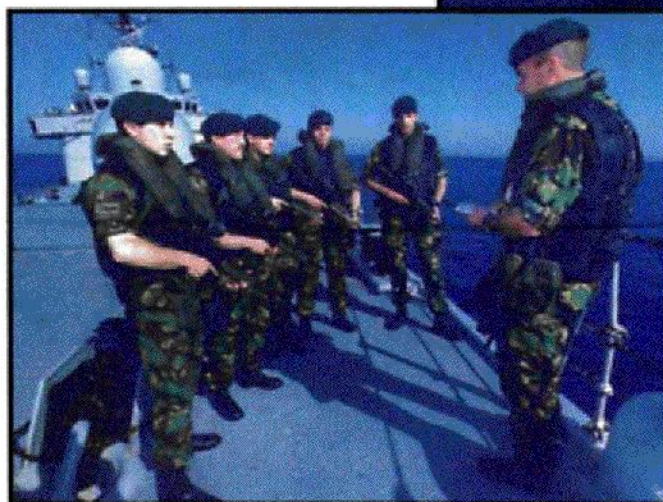
Regiment RA, an integral part of 3 Commando Brigade of which both units belong, men from the mountain Arctic warfare cadre, and drivers, chefs and signallers from the Unit Support and Headquarters Companies.

Intense heat

The first week of Exercise Curry Trail was spent acclimatising against the intense heat and humidity and attending lectures given by members of the company who had been in Brunei since June on a Jungle Warfare Instructors' Course.

The company's training culminated in an eight-day final field exercise which started with a landing into the jungle by Huey 212 helicopters of Number 7 flight of 660 Squadron Army Air Corps. The helicopters are newly-arrived in the country and the Commandos are believed to have been the first troops to use them.

This was then followed by a series of river patrols using Gurkha-driven fast patrol boats, a forced march through a 1,200m swamp, which took almost eight hours to complete due to the denseness of the jungle, and a company attack on an enemy-held kampong.



● Sgt Stu Pears, of A Company 40 Cdo, briefs his team for another boarding.

On completion of the exercise, B Company dispersed for some well-deserved rest and recuperation in such exotic places as Hong Kong, Thailand and Malaysia.

Meanwhile, C Company completed a deployment to the Middle East (see December issue) taking part in Exercise Sandy Wadder, learning the many skills needed in operating in a desert setting.

Headquarters and Support Companies were not idle either with Headquarters providing the support for the company deployments to the Middle East and Brunei, providing cooks, signallers, drivers and vehicle mechanics, essential backroom boys needs by the fighting companies.

Far East

Support Company provided manpower in probably the most far flung parts of the world with men in the Middle and Far East, troops in Canada in support of an Army exercise and men from the company supporting their fellow Marines in Kuwait.

At one time of the year 40 Commando had troops in just about every climate, from desert to jungle through to temperate, and the prospects for 1995 look just as varied.

Five weeks after B Company returned from the heat of Brunei they were preparing to pack their skis for the winter deployment to Norway while other members of the Commando were looking forward to visits to the Caribbean and the Mediterranean.

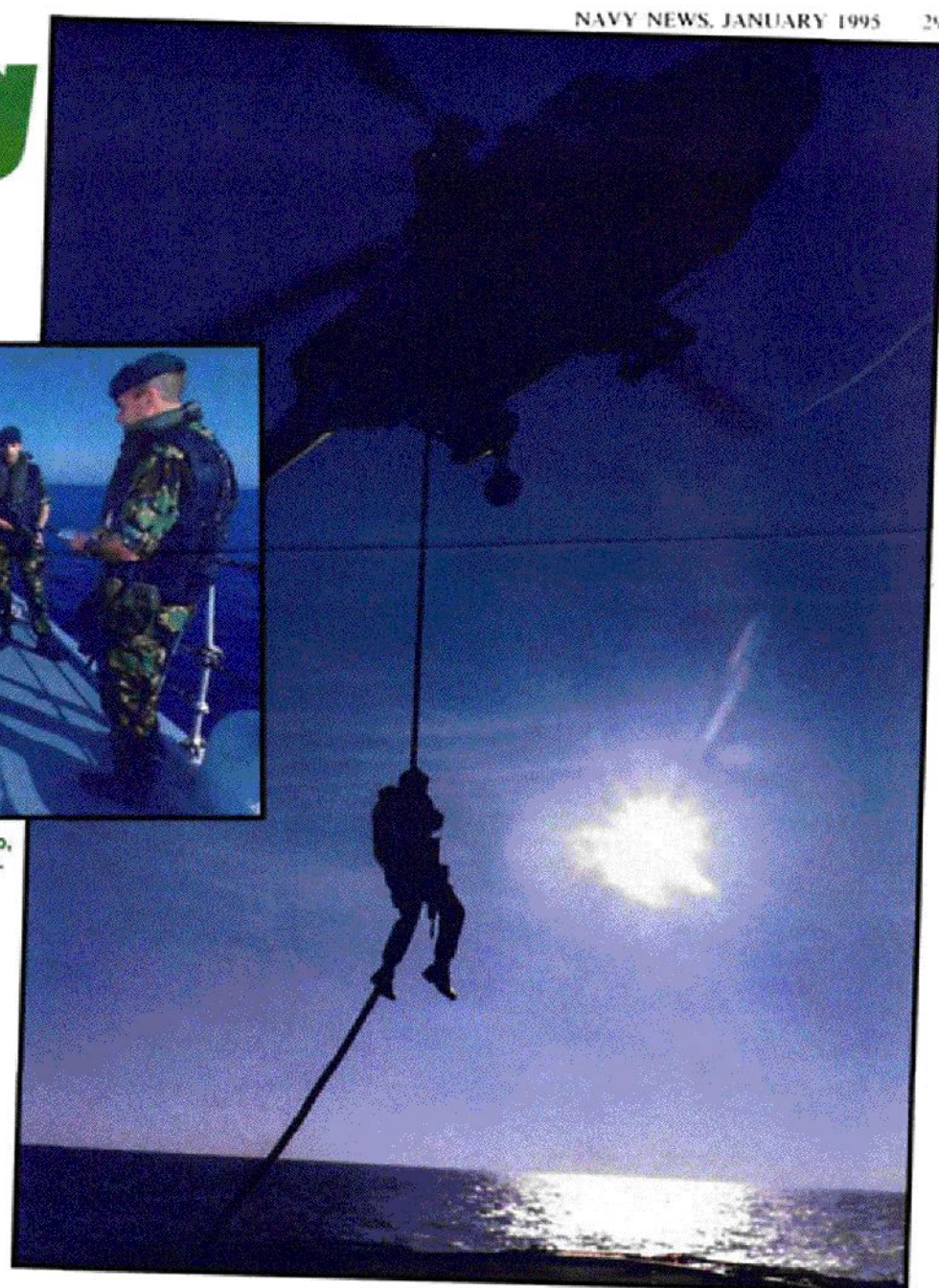
Pictures PQ(Phot) A. Chetty and LA(Phot) S. Lewis.



● Mne Evans is winched on board during Exercise Curry Trail in Brunei.



● Mne Holland (front) and Mne Finn (rear) cover the left bank of the river during boat drills in Brunei.



● A member of A Company rapid ropes on to the flight deck during Operation Sharp Guard in the Adriatic.

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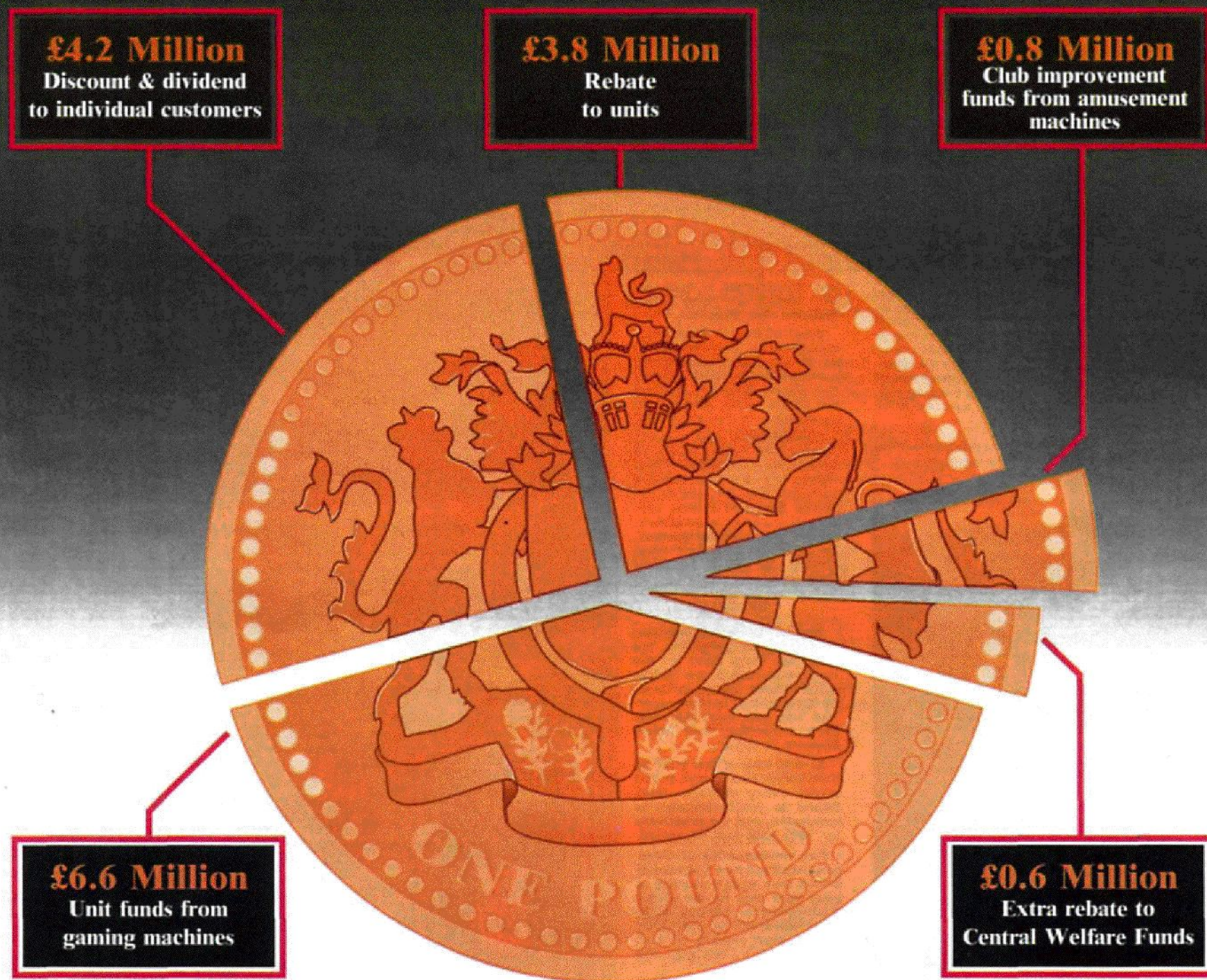
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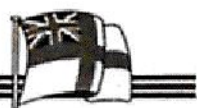
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Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at January 1, 1995. Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during December.

CCMEAM — Int (20.1.92), Nil; **CCMEAL** — Int (15.7.93), Nil; **CCMEALSM** — Int (15.7.93), Nil; **CCMEALSM** — Int (29.10.92), 1; **CCWEAADC** — Int Nil; **CCWEAADC** — Int (27.11.92), 1; **CCWEAADC** — Int (20.7.93), Nil; **CCWEAADC** — Int (13.11.92), Nil; **CCAEAM** — Int (1.9.93), Nil; **CCAEAR** — Int (1.9.93), Nil; **CCAEAWL** — Int (1.9.91), Nil; **POEWXO(RS)W** — 228, Nil; **LS(EW) LRO(W)** — Int (14.7.92), 6; **PO(M)** — Int (15.9.92), Nil; **LS(M)** — Int (16.3.93), 8; **PO(R)** — 302, 3; **LS(R)** — Int (15.9.92), 8; **PO(S)** — Int (15.9.93), 3; **LS(S)** — Int (13.10.92), 6; **PO(D)** — 312, Nil; **LS(D)** — Int (13.10.92), Nil; **PO(M)W** — Int (10.11.92), Nil; **LS(M)W** — 128, Nil; **PO(S)R** — 319, Nil; **LS(S)R** — 307, Nil; **PO(S)E** — 379, Nil; **POCY** — 463, 1; **LRO(T)** — 417, Nil; **PO(S)** — 387, Nil; **LRO(Q)** — 204, Nil; **POPT** — 303, 1; **RPO** — 299, Nil; **POMEM(L)GS** — Int (3.11.92), Nil; **LME(M)GS** — Int (16.3.93), Nil; **POMEM(M)GS** — 571, 2; **LME(M)GS** — 315, 18; **POMEM(O)GS** — 172, 18; **LWE(M)GS** — 82, 8; **POMEM(R)GS** — Int (1.9.92), Nil; **LWE(M)GS** — Int (19.9.93), 8; **POCA** — 317, Nil; **POCK(GS)** — 315, 1; **LCK(GS)** — 180, 2; **POCK(GS)** — 551, 2; **LST(GS)** — Int (18.6.92), Nil; **POSA(GS)** — 541, 4; **LSA(GS)** — Int (18.6.92), 19; **POWTR(GS)** — 164, Nil; **LWTR(GS)** — Int (29.6.92), Nil; **POMA** — 171, 3; **LMA** — Int (10.5.94), 11; **PO(S)SM(O)** — 175, Nil; **LS(S)SM** — 315, 12; **PO(T)SM** — 105, Nil; **LS(T)SM** — 130, 3; **PO(R)SM** — 389, Nil; **LRO(SM)** — 125, 1; **POMEM(L)SM** — 435, Nil; **LME(M)SM** — 187, 6; **POMEM(M)SM** —

Swop Drafts

POWEM(R) Matthews, MCG, FMRO Portsmouth, ext. 25311. Will swop for any Devonport or Plymouth shore base.

MEM(M) Todd, HMS Battleaxe. Will swop for any Devonport ship not deploying or any Plymouth shore base.

AB(S) Brooks, HMS Dryad, drafted HMS Beaver in Jan. Will swop for any Portsmouth shore base or ship not deploying.

RO1(O) Andrew, HMS Beaver, drafted RN air station Portland in March. Will swop for any Plymouth shore base.

WSTD Cripps, HMS Roebuck. Will swop for any Plymouth shore base.

WSA Hammock, HMS Westminster, naval stores office. Will swop for any ship not deploying.

RO1(O) Deacon, HMS Warrior, ext. 8466, drafted HMS Fearless in April. Will swop for any Plymouth-based Type 22.

LRO(Q) Tennant, HMS Lindisfarne. Will swop for any ship — XMT OPV.

POMEM(M) Robins, HMS Intrepid (shore draft) based at RM Poole for landing craft support, ext. 2220, moving to Instow, north Devon early this year. Will swop for any Portsmouth shore base.

LS(R) Kyle, HMS Nottingham. Will swop for any Rosyth-based Type 42.

AB(S) Baxter, HMS Hecla. Will swop for any 2050 sonar-fitted ship.

WSA Leary, Craft Support Unit, ext. 25791, drafted RN display team, HMS Sultan, in March. Will swop for any Portsmouth shore base.

STD Widdowfield, HMS Anglesey. Will swop for any RN air station Culdrose squadron or any Devonport-based ship deploying or not.

MAO Robbins, HMS Fearless (tel. Stonehouse Barracks ext. 36996), drafted HMS Raleigh in April. Will consider any ship or RM unit.

WCK Bracking, HMS Fearless, drafted HMS Heron in April. Will swop for any Plymouth shore base.

LRO(Q) Watson, C School, HMS Collingwood, ext. 642, drafted RN display team HMS Sultan in March. Will consider any draft, particularly a Portsmouth shore base.

RO1 Howes, Fort Southwick (tel. 0973 336403), drafted HMS Newcastle in Feb. Will consider any Portsmouth draft.

LWTR McGowan, Promotions Office, HMS Centurion, ext. 2382/2458, will swop for any other Portsmouth area draft.

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in December.

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(S) — C. W. Smith (Dryad), D. C. Manners (Dryad), M. J. Hutchings (Raleigh), C. Rolfe (Dryad).

(COMMUNICATIONS GROUP)

REGULATING AND PT

To CPOCY — G. J. Sylvester (FOSNNI), S. C. Sutcliffe (Drake).

To CPOPT — A. M. Shepherd (FO Portsmouth), D. A. Wakefield (Osprey).

WEAPON ENGINEERING BRANCH

To CPOEM(R) — L. J. Haines (Rooke), J. G. Smith (Liverpool).

SUPPLY AND SECRETARIAT BRANCH

To CPOCK — P. M. G. Silavatt (Fearless), P. McCann (Nelson), J. W. N. Perry (Nelson), G. R. McKinley (London).

To CPOSTD — A. Kirkaldy (Neptune).

To CPOSA — P. A. Roberts (BFF), J. T. N. P. Quinney (848 Sqn), C. Q. Delves (Collingwood), A. J. Gillespie (Lancaster), D. H. Lee (Heron).

MEDICAL BRANCH

To CPOMA — R. C. Fielding (St. Vincent), D. M. Heron (Cochrane), J. W. Schofield (RNH Haslar).

SUBMARINE SERVICE

To CPOSSM(O) — J. R. McRae (Sovereign), J. P. Maguire (RNU St. Margaret).

To CPO(TSM) — P. A. Fisher (Dolphin).

To CPOSM(L) — A. A. C. Craig (Neptune).

FLEET AIR ARM

To CPOAH — J. L. Jennings (Daedalus).

NON-SEA GOING BRANCHES

To CPOWST — K. Young (Osprey).

To CPOWTR — S. J. Henderson (Dairada).

To CPOCA — D. F. Shenton (Nelson).

CHIEF PETTY OFFICER ARTIFICER

Captain Naval Drafting has been notified of the following advancements to Chief Petty Officer which were made by Commanding Officers in November.

To ACPOCT(A) — S. J. Bullen (Sheffield).

To ACPOCT(L) — D. S. Maclean (MOD CNO SCU).

To ACPOEA — P. M. Boyne (Invincible), A. J. G. K. Cox (Drake), M. A. French (Boxer), P. G. Pryor (Drake), J. D. Simons (Boxer), A. Stewart (Sultan), A. Webster (Marborough).

To CPOEA — S. Burleigh (Boxer), G. A. Higgins (Campbelltown), M. D. A. Jones (Trenchant).

To CPOEA(WL) — J. A. Barnes (Heron), S. P. Burnage (829 FLT 221), S. Hately (815 FLT 214), W. S. Minter (Daedalus), W. P. Young (845 SON).

To ACPOEA(WL) — A. J. Smith (Heron).

To CPOEA(M) — K. K. Hunt (820 SON), G. D. Standen (845 SON).

To CPOEA(R) — T. P. Blatchford (814 SON), P. J. Kelland (801 SON).

To CPOEA — S. M. Berry (Collingwood), G. E. Lisle (Renown Stbd), A. J. McShannon (Norfolk), T. Wilson-Storrey (Collingwood), C. Wendebank (Drake).

To ACPOEA — A. J. Burton (York), G. Coleman (CWTA Portsmouth), J. P. Reha (Invincible).

To CPOMT — P. Atkinson (RNH Plymouth), D. P. Brayshaw (RNH Haslar).

ACTING CHARGE CHIEF ARTIFICER

AUTHORITY was issued by Captain Naval Drafting in December for the following ratings to be advanced to Acting Charge Chief Artificer:

To ACCMEA — R. K. Jones (Resolution Port).

To ACCWEA — P. Vine (Cambridge).

Deaths

WTR1 P. S. Shirreffs, HMS Invincible, Nov 26.

PO(R) D. J. Kirkland, HMS Drake CBP, Dec 11.

PO(M)W(O) A. J. Kirk, COMMW Shore, Dec 12.

J. Easton, GC, served as Acting S/Lt with Land Disposal Section in 1940 when he and OS Bennett Southwell attempted to dispose of unexploded mines. Unfortunately the 1,500lb of high explosive detonated and Easton and Southwell were buried under rubble. Southwell was killed instantly and Easton was severely injured. Both were awarded the GC for their action. After his recovery Easton spent the rest of the war in command of armed trawlers and minesweepers. Aged 68.

Capt T. Bailey, served in HMS Ashanti during Operation Anket and escorting Convoys PO12 and CP8. After the war, while in command of HMS Chidlers, he was engaged in operations patrolling the Mediterranean to prevent illegal Jewish immigrants reaching Palestine — Chidlers was one of four destroyers shadowing the American steamer President Warfield, renamed Exodus 1947. His last appointment (1961-63) was in command of the destroyer Duchess as Captain (D) 5th Flotilla. He was appointed CBE in 1963. Aged 78.

K. Hulse, RM, served HMS Arcthusa. Member of the Royal Marine and Burma Star Associations. Aged 73.

J. J. Kennett, DSM, ex-CPO(Tel). Served 30 years in Canada, South America, on the China Station, Malta, Ceylon and Greece. Seconded to the Danish Navy for 10 years of service in the RN. Aged 83.

R. A. J. Hole, ex-Acting PO. Ships include Drake, Forth, Cheshire, Victory and Duke of York.

R. Underdown, ex-LS. Served on Russian and Malta convoys. Ships include Inch, Turnit, Chiddingfold and LSI 405.

Cdr. J. Forrest, ships include Centaur and Vengeance.

S. Wickers, ex-POME, member of the HMS Cavalier Association. Ships include Harvic, Wren, Decoy and Eskimo from 1948-66, then served in South African Navy until 1990, retiring as WO.

W. Dibsdale, ex-LSTK. Ships include

V&W and Sikh. Member of the HMS Sikh Veterans Association. Aged 74.

F. Anderson, ex-AB. Ships include Belfast and Sikh. Member of the HMS Sikh Veterans Association. Aged 70.

The deaths of the following members of the **Algerines Association** have been reported: **H. Rayner** (HMS Squirrel), Capt. B. J. Anderson (Wave, SO/SFPs), A. Duncan (Albatross and Hazard).

A. Adsett, ex-AB. Gun Layer, served 1941-45. Ships include Ganges, Rhododendron and Forrester.

D. MacKenzie, ex-Tel. ship include HMS Enchantress. Aged 71.

Lt P. Pannell, RNVR 1930-46. Ships include Northern Gift and Kidwick. Aged 78.

W.H. Dibdale, ex-PO(Tel). Member of the HMS Sikh Veterans Association and of the Virago Association.

S.A. Bennett, ships include Barham, Pimpernel, Sakre II, Rajah and Liverpool. Member of the Majestic-Caledonia Association.

R.W. Weaver, ex-PO(LTO), served 1935-47. Ships include Durban, Medusa, Iron Duke Tumult. Aged 77.

Lt Cdr M.A. Higham, RNVR. Served in HMS Southampton and survived the sinking. Malta convoys, Sicily Landings and D-Day Landings in HMS Astrid. Aged 84.

E. Greenwood, ex-AB. Member of the Penelope Association.

W.H. Norman, ex-PO, served 1935-53. Ships include Devonshire, Trinidad and Venus. Served in Russian Convoys and was a veteran of D-Day. Member of the RNSEA Swanses. Aged 75.

M. C. Baldwin, ex-CPO(MEL), served 1961-65. Ships include Murray, Anzio, Puma, Puncheston, Victory, Mermald, Blake, Fearless, Tartar, Ashanti and Exeter. Aged 49.

R.D. Chick, ex-SPO. Ships include Renown and Dorsetshire.

J. Thompson, NAAFI manager (PO 1942-46), served 1940-88. Ships include Malaysia Kenya, RNWT Maritus, Rosyth and as Ration Store Manager, Faslane.

F. Copper, ex-AB. Ships include Cyclops, on East Coast Convoys, and Cubitt. Aged 69.

B.E. Robinson, ex-LS. Served 1943-44. Member of the Penelope Association.

B.W. Wiles, Aged 71.

S.C.A. Lansley, ex-CPO TASI, former Greenwich school boy and past president of Portsmouth branch RNSOBA. Ships include Iron Duke, Nelson, Hood, Hawkins, Shropshire, Manchester, Vengeance and Battleaxe. Aged 83.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

R. Tudor, Stoke-on-Trent and District. Aged 75.

T.J. Squires, ex-PO-FAA, Pwllheli. D. Solley, ex-AB, West Malling.

G. Kay, ex-CPO Yeo, Hastings. Ships include Ganges 1935, Le Havre bombardment and beach chief at D Day Landings.

P. Cleverley, ex-LS, Hastings. Ships include Ceylon, Korea.

W.H. Grose RM, standard bearer Dursley and District. Served Chatham 1947-49. Aged 65.

D.R. Jones RM, Dursley and District. Served 45 Commando 1952-1954. Aged 61.

D.C.S. Cook, Waterlooville and formerly Portsmouth. Ships include Indomitable, Vanguard, Diana, Malcolm and Protector. Aged 58.

M. Symons, Exmouth. Aged 75.

P.C. Walker, Hunstanton. Aged 69.

J.T. Lowndes, Wear (Sunderland), member of HMS Royal Arthur and RNPTS Associations.

B. Nash, Uttroxteter and District, served 1943-47.

C. Bevis, Portsmouth. Aged 83.

J. Handa, Birmingham East. Joined the Navy in 1912. Aged 98.

ASSOCIATION OF RN OFFICERS

Lt Cdr J.O. Barette, served in HM ships Cormorant, Lord Hotham, Philoctetes, Osprey and Tamor.

Lt Cdr P.H.E. Bennet, served in HM ships Maxton, Lynx, Seahawk, Cochrane and Britannia RN college.

Capt W.E. Brocknam, CBE, served in HM ships Ramilles, Eagle, Defiance, Warspite, Falcon, Venerable and Phoenixia.

Rear Admiral B. Bryant, CB DSO DSC, served in HM ships Ramilles, submarines L52 and L49 in command, Royal Oak, Orlis, Perseus, Sealion, and Australian Navy cruiser Australia.

Oldest chief bids farewell



● CPO Ray Smalley is released from the RNDQs, Portsmouth after almost half a century of RN service.

were only 22 promised men still serving.

Since 1969 Roy has served in the RN Detention Quarters at Portsmouth, becoming chief instructor there in 1988. Much of his early sea service

was spent in the Far East. He is a veteran of the Korean War and served in the aircraft carrier HMS Formidable, the cruisers Bermuda, Belfast and Cleopatra, and the destroyers Corunna and Cheviot.

THE LONGEST serving member of the Royal Navy has retired after a career spanning six decades.

When CPO Gunner Instructor Roy Smalley joined the Service in October 1945, World War II had been over only a matter of weeks; Britain still had a vast fleet in the Far East, and battleships were among the capital ships of the great navies.

Roy, who retired on his 65th birthday on Boxing Day, was one of the last of a rare breed of ratings known as "promised men." Under 1964 rules, those who had completed 22 years service were allowed to apply for "non-continuous" service.

It was a somewhat misleading term in that if selected, they could sign on for a year at a time — initially — and were given the right to serve until the age of 65.

In the 1970s the rules changed and by 1985 there

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VERY ATTRACTIVE divorced mum 32, nice figure, seeks handsome male. Box Jan 4.

AQUARIUS 43 single, travelling cook, seeks penpal — many interests, sporty. Box Jan 5.

PLYMOUTH GIRL 31, sociable, attractive, seeks sincere, tall serviceman. PHOTO APPRECIATED. Box Jan 6.

WENDY 47 blonde, blue eyes 5' 8" correspond humorous, laid-back man. Box Jan 7.

CHRISTINE 37, green eyed brunette, 5' 8" non smoker, GSOH, Shropshire. Box Jan 8.

ATTRACTIVE intelligent divorcee, GSOH, seeks mature naval officer for friendship. Box Jan 9.

Personal

QUIET SHY WIDOWED lady aged 37, wishes to meet similar/divorced for regular correspondence. Likes football, travelling, cinema, meeting people, eating out, dislikes heavy metal, nightclubs. Box Jan 10.

SUE 25, brunette, GSOH, 5' 6", loves music, comedy, and pizza. Box Jan 11.

DORSET GIRL 26, needs some fun, likes pubs, clubs, music and cinema. Box Jan 12.

Forgotten ships remembered

IN OUR list of ships belonging to the East Indies and British Pacific Fleets which was published in the November edition we omitted to mention the following vessels:

HM ships **Arquebus**, **Atheling**, **Battler**, **Cairo**, **Caprice**, **Cap St Jacques**, **Clan Lamont**, **Durban**, **Exeter**, **Emerald** and **Empire Battleaxe**.

HM ships **Hermes**, **Illustrious**, **Nabswick**, **Nabington**, **Nabberley**, **Nabthorpe**, **Nabstock**, **Nabsford** and **Nabar-**

aon, **Montclare**, **Persimmon** and **Prince of Wales**;

HM ships **Ramilles**, **Repulse**, **Sea Rover**, **Shakespeare**, **Silvio**, **Spey**, **Squirrel**, **Stearn**, **Strongbow**, **Suffolk**, **Tactician** and **Unicom**.

Mention should also have been made to the salvage vessels, controlled mine-layers (trawlers), BYMS, motor launches, motor fishing vessels, DEMS, LSI(L)s, LSTs, LSEs, LSGs and LCIs.

Any further entries for the list please contact Lyn Burke on 071 702 1100.

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A VICTORY TO SAVOUR

AT THE end of November the Royal Navy played the Australian Combined Services under lights at Burnaby Road West. The Australians, having narrowly lost to Somerset in their first match, went on to beat Surrey, the Army, Berkshire and the RAF, *writes the Leprechaun*.

The match against the RN was undoubtedly their hardest so far, with a strong Navy side displaying total commitment both in defence and attack. Australia's two tries came from two Navy mistakes: a poor restart from a 22 drop out and a missed tackle in mid field.

The Navy deserved more than their first half penalty goal (Kurt Eyre), but were kept out by tremendous Australian defence. After the game Navy selector Jeff Blackett said that despite the defeat he was pleased with his side's all-round performance. He had a firm base on which to build for the forthcoming Twickenham campaign and, with the majority of last year's side available, he predicted wins against both the Army and RAF.

Easy ride

Shortly afterwards came one of the greatest days in Service rugby when the Combined Services beat Canada 21-20 in a thrilling match at the Rectory. Expecting an easy ride the week before playing England at Twickenham, the Canadians were surprised by the tenacity and enterprise of CS, who were magnificent even without their four internationals.

Congratulations to the four Senior Service players who took part in this famous victory — second row LRO Gerald Harrison (Northwood), No 8 Cpl Bob Armstrong (CTCRM), flanker Lt Iain Dixon

(CTCRM) and centre LS Dave Sibson (Drake).

Meantime, Lt Col John Davis RM, knockout competition chairman, hosted the Lamb's Navy Rum Knock Out Cup final at the Rectory, between HMS Nelson (winners 91/92) and defending champions, RM Stonehouse.

On a heavy pitch after a day of storms and rain the Royal Marines, pre-match favourites, went over the line after just two minutes, when centre Ian Verner scored in the corner.

A long period of mid-field forward play was ended when RN full-back Eyre went over for a try, with Verner converting to give the Marines a 12 point to nil lead at half-time.

The second half was again dominated by the forwards, with Nelson holding the Marines until Verner scored a second unconverted try and replacement Patterson scored in the corner. Eyre kicked an excellent conversion from the touchline right on the final whistle.

The Marines won the match 24-0 and the Lamb's Navy Rum Cup was presented to their captain, WO2 Roger Tinson, by Vice Admiral Sir Roy Newman, Flag Officer Plymouth.

With an unbeaten home record this season, Navy Youth



Canadians give chase as LS Sibbo Sibson, ball in hand, makes his run. Behind him is Cpl Bob Armstrong.

Picture: LA/PHOT Andy White

played Oxfordshire, their strongest home competition to date, at Burnaby Road. The well-established and reputable county squad approached the match with confidence, having beaten RAF Youth convincingly.

Significantly disadvantaged in height and weight through-

out, the RN team compensated with a typical hard-working, determined and highly encouraging performance.

Played at a fast, open pace, this entertaining match saw every point — and the lead — closely contested. The Navy scored three tries through back

row AEM Laity, winger Mne Gore and debutante centre Mne Morgan, whose impressive individual try immediately silenced a question from the stand as to whether the Navy threequarters could run straight and score.

AB Kearton contributed a

further 10 points with a competent display of place kicking. The Navy pack worked impressively as a unit in all aspects of play and came out winners.

Forced to defend resolutely towards the final whistle, the RN held out for a well-deserved 25-16 win. Greater concentration and effort to reduce numerous and repeated penalties would have rewarded them with a much greater margin and, incidentally, relieved the tension both on and off the field.

Development

The Navy U21 season continues this month with a final development match at Portsmouth against Bracknell on January 8, the Inter-Service match against the RAF at Burnaby Road on January 14 and the Inter-Service Army game at Aldershot on January 21.

The RN representative side play the British Fire Service at the Rectory on January 11 (ko 1900), Oxford University at Ifley Road on January 18 (ko 1500), Combined London Old Boys at Burnaby Road on January 25 (ko 1900) and the Civil Service at Burnaby Road on February 1 (ko 1400).

Support at any or all of these matches would be greatly appreciated.

● Latest: Combined Services 12 Australian Combined Services 9. Report next month.

Sport



Eight straight!

THIS year's victory in the Inter-Services Sea Angling Championships made it eight in a row for the Royal Navy, whose elite sea fishermen are pictured with Capt Tony McEwen, chairman of the RN and RM Angling Association.

The individual competition saw further Senior Service glory: CPO Sam Houston was first, CSgt Steve Knight RM was runner-up and CPO Rick Bradbeer finished third. The event took place at Selsey.

Blinded

A call has gone out from the St Dunstan's War Blinded Sea Angling Club to other such clubs throughout the Service. They wonder if any would consider hosting them for a few days' sea fishing.

St Dunstan's is a small club, with a dozen members and on average

nine participating, plus to fully-sighted helpers experienced in looking after the blind and disabled.

St Dunstan's would provide their own transport and it would remain with the group at the venue.

"We are not much good at beach casting or pier fishing, but take us over the 'bar' and we will match anyone," said club secretary Mr Jock Carnochan.

If your club is interested in helping, contact Jock at St Dunstan's Fishing Club, Ian Fraser House, Ovingdean, Brighton, Sussex BN2 7BS, or phone him on 0435 883366 after 6 p.m.

COME-BACK KIDS FALTER

DETERMINED to do well following their disappointing performance against Cambridge, the Royal Navy nevertheless made a poor start in the match against Oxford University and were two goals behind after just 12 minutes, *writes Lt Cdr Jim Danks*.

But they gradually put their game together. After his header narrowly missed, POPT Ian Smith made no mistake with a fine shot five minutes from half time.

LWEM David Longhorn (Collingwood) made an impressive debut. He forced a corner and took the kick himself, from which Smith headed powerfully home to level the scores at 2-2.

Not possible

The fitness of the Navy team began to tell as they scored three goals in the last 12 minutes. Mne Lee Aston (HQ and Sigs Sqn RM), LAEM Nigel Thwaites and POPT Glen Young were the scorers. That gave the Navy a 5-2 victory, a scoreline which had not looked possible after the first 20 minutes of the game.

Another university side provided the next opposition and again the Navy found themselves 2-0 down early in the match. POCA Des Mercer was first to score for the RN in their game against London University, his first goal for the senior team.

Glen Young had contributed to that goal and shortly before half time added a goal of his own, when he headed in a deep cross from OM Geoffrey Holland.

Beyond doubt

It was slightly against the run of play in the second half when CPOWEA Steve Johnson scored with a perfect header after a well-taken corner by POPT Eris Barrett. The game was put beyond doubt when Young scored again with a good shot from the edge of the area.

These were much-improved performances, but the Navy will not be able to count on recovering from two goal deficits in their South West Counties Championship matches against county opponents.

The side then made their first visit to Blackfield and Langley and the entertaining game ended with honours even,

at 1-1. The first half was goalless and the home side went ahead in the 75th minute.

Ten minutes later Mne Lee Aston equalised, scoring from a narrow angle following a free kick on the right by Barrett.

Both sides played attacking football in the Navy's match against the Amateur Football Alliance at Old Bromleians Ground. The game ended in a 2-2 draw.

Once again the Navy had to pull back from being two goals behind. Their scorers were POPT Steve Riley and Cpl Terry Price, both of whom scored with fierce headers.

The Navy's display of determination earned them the draw, but they will need to convert the chances their attacking play creates if they are to achieve the victories they deserve.

In their opening match of the South West Counties Competition, current holders the Navy took on Cornwall at Bodmin, *writes CPOPT Richard Reed*.

Cornwall settled quicker, hitting the crossbar in the opening minutes, but didn't score until the 20th minute, with a header passed keeper White who had

slipped trying to cut out the cross.

They were presented with a second shortly afterwards, when the ball slipped from White's grasp leaving their forward with a simple tap in.

Changes made at half-time brought the RN back into the game. POPT Haigh scored with a shot on the turn, but Cornwall immediately retaliated, regaining their two goal advantage. **Final score: Cornwall 3 RN 1.**

Next game in the Competition was against Wiltshire at Melksham and again the pitch was wet and slippery. An early goal from POPT Glen Young was disallowed.

However, disaster struck when LPT Willets gave the ball away just outside the box and in an effort to win in back divided in when it would have been more prudent to delay the player. Wiltshire's penalty opened the scoring and in the second half defensive slips allowed them to add three more. **Final score: Wiltshire 4 RN 0.**

Fixtures in January are as follows — 19 v Civil Service at Burnaby Road, ko 1415; 25 v HM Prison Service at Burnaby Road, ko 1400; 28 v Devon (SWCC) at Burnaby Road, ko 1500; 30 v Somerset (SWCC) at Yeovil Town FC, ko 1930. Spectators will be very welcome and support from RNAS Yeovil for the Somerset match would be much appreciated.

IN BRIEF

THE RN Masters swim team brought their season to an existing climax at the Inter-Service and ASA National Masters Championships, held on successive weekends.

The team, comprising a mix of serving and ex-Service personnel, totally dominated the former event to win for the third year running.

A small RN squad went to Sheffield for the ASA National Masters. The focus fell on POAEA Neil Tait, making his debut as a master. He took gold medals in the 100m, 200m and 400m freestyle events and also in the 200m individual medley. As a bonus he took bronze in the 100m backstroke.

Another notable performance came from John Harrison (80), with three golds and a bronze.

Anyone interested in joining this winning team should contact Peter Stephens on 0705 727131 (business)/832007 (home), or Ron Kimber on 0329 281287.

DURING her visit to Massawa in Eritrea — the first by a Royal Navy ship in over 20 years — HMS Hecla sent in her football team to take on the Eritrean Navy side.

The match took place on gravel and sand in one of the hottest places on earth. Even at 7 a.m. the visitors found the heat blistering. Despite it, though, they won the match 4-3.

HMS OSPREY's field gun team defeated 7 Battalion REME's team convincingly at Detmold in Germany in their annual match staged to commemorate the raid on Taranto.

FOURTEEN student pilots achieved solo status during a course run by Portsmouth Naval Gliding Club, based at HMS Daedalus.

The course attracted 23 entrants, both Royal Navy and MOD personnel.

The Gliding Club will be running similar courses at Easter and next summer. For further information contact Lt R. W. Croker on Manadon ext 81348.

FINE WIN FOR AIR COMMAND ON ATPs

THE LONG-awaited artificial turf pitches at HMS Termeraire were the setting for this year's Inter-Command Hockey Championships, held over two blustery days but boasting some outstanding play.

Led by CPOWEA Nigel Buckley, the experienced Portsmouth side suffered problems in front of goal. Scotland never gave up heart even in the face of some very unflattering scorelines, while Plymouth rarely achieved what the young squad had hoped.



LAEM Jim Moseley

It soon emerged that the title was to be settled between Fleet, the Royal Marines and Naval Air. Then Fleet, who this year boasted a number of high-class players, went down 2-0 to Air Command and it was apparent they would have to settle for third.

Fortune had it that the last game of the competition was to be the final between the Royal Marines and Naval Air.

Both went into the match unbeaten and sharing identical goal differences and predictably the game was hard, fast and skilful. The Royal Marines' cut, thrust and run-style sharply contrasted against Naval Air's more controlled and structured play.

In this tight contest the single, first half goal from AEA Rattler Morgan, playing in his first Inter-Command, was enough to give Naval Air Command victory.

It must be said, though, that AEM Richard Potter had to produce some fine saves in the Air Command goal to deny the Royals.

The Indian Air Force Trophy was presented to Air Command captain CPO Mark Ardagh by Capt. Crawford, chairman of the RN Hockey Association. Naval Air's outstanding day was capped with the award of the Man of the Tournament Trophy to LAEM Jim Moseley.



Picture: LW(PHOT) Penny Taylor

Marines beat bobbies

A TEAM representing the Royal Marines Boxing Association beat a team from the British Police ABA in a charity contest at the London Marriott Hotel in Grosvenor Square.

The event raised funds for the teams and for the RM Museum at Eastney and was attended by the Commandant General RM, Lt Gen Sir Robert Ross, and sports personalities.

Managed by C/Sgt Leo Toms and coached by Sgt Rickie Miller, the Royal Marines squad were presented with the Eastney Trophy by General Ross. Cdr Malcolm Campbell of the Metropolitan Police presented the Best Boxer of the Evening Award to PC James Bowen-Price.

The evening was a huge success, providing an excellent opportunity for the boxers to participate at a top-class venue against skilful opposition in front of a discerning audience. The Corps' presence included members of the RM Band Deal and many NCOs resplendent in mess

kit. C/Sgt Paul Clements was the MC.

Results — light heavyweight: PC Michael Fallon bt Mne Dillon Jones (40 Cdo); welterweight: Mne Jamie Smith (40 Cdo) bt PC Sean O'Sullivan; heavyweight: PC James Bowen-Price bt Mne Andy Lane (Cdo Log Regt); middleweight: Mne Mike Hardy (Comacchio Gp) bt PC Andy Stoten; heavyweight: PC David Butler bt Mne Chris Walker (Cdo Log Regt); middleweight: Mne Dean Edwards (SEME Bordon) bt PC Leigh Ratti; light-middleweight: Mne Steve Whyte (3 Cdo Bde HQ and Sig Sqn) bt PC David Odongkara.

● Right: In their special lightweight contest Mne Stewart Donley (CTCRM), in the red corner, bt Mne Mick Cowley (CTCRM).



Picture: LA(PHOT) Steve Lewis

SKIPPER COLLECTS

AS reported last month, the combined Royal Navy/Royal Marines marathon team were outright winners of the prestigious Military Team Trophy in the 1994 US Marine Corps

Marathon, held in Washington. Team captain Lt Steve Gough of HMS Sultan, received the trophy from Vice Admiral Michael Boyce, RN athletics president.



Picture: LW(PHOT) Louise Baverstock

Fresh talent

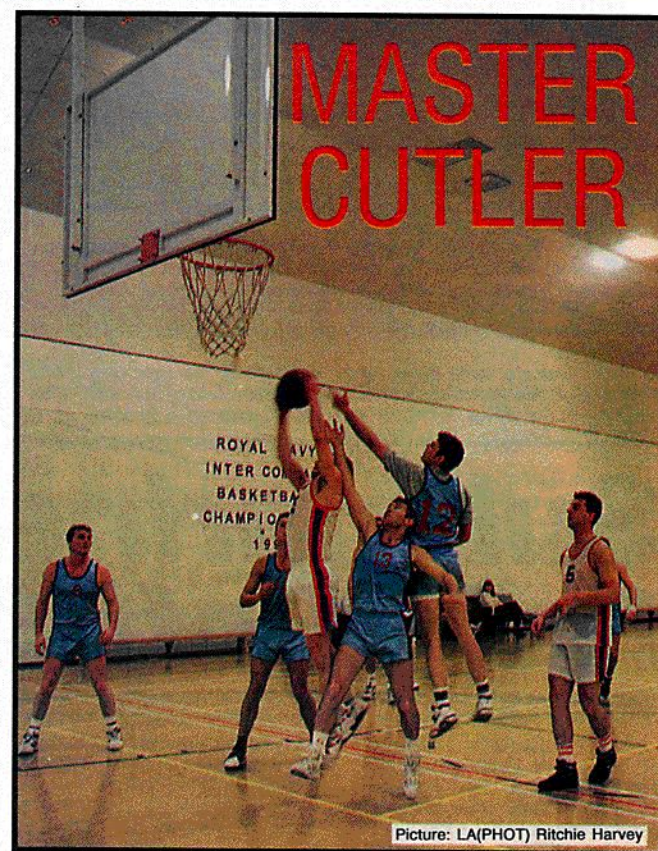
FOUR semi-finalists emerged from the 12 starters in the Inter-Unit Volleyball Competition held at HMS Nelson. They were HM ships Collingwood, Daedalus, Seahawk and Neptune.

The strong Collingwood team, pictured, had a fairly leisurely 3-0 win over Neptune, while the Daedalus v Seahawk game proved more of a battle. In the end Daedalus just had the edge.

Fresh after a long rest, the Collingwood players retook the court to face a tired Daedalus side. Their skill and energetic pace soon told and Collingwood won the match 3-0.

The Collingwood team comprised Lt Hall, Lt Blackburn-Jones, PO Page, LWEA Ahern, CPO Stephens, LWEA Reynolds, LWEM Dickens, LWEM Ford and PO McKinnon.

Meanwhile, the RN men's volleyball squad have lost 3-0 to Priory and to London Lynx, beaten Weymouth 3-2 and beaten Varsovia 3-0.



Picture: LA(PHOT) Ritchie Harvey

Naval Air Command, in blue, try to block Plymouth.

FOR THE first time the Royal Navy Basketball Championships have been held in Scotland, but the home Command could only manage fourth place.

Portsmouth won the event and Pompey representative CPOMEA Richard Cutler was judged the tournament's most valuable player. Runners-up were Plymouth, followed by Royal Marines, Scotland and Naval Air.

Lt Paul Dunn and LPT Jan Kingston were thanked for their work in ensuring the smooth-running of the event at HMS Neptune, while Mrs Vicky Sippitt and Lt Andy Pellow were sterling scorers/timekeepers.

Lt Pellow took on a good deal of the official work,

though in future he may be helped by Richard Cutler and Mne Paul Usher, who undertook their practical examination for the Grade III referees' award during the championship.

Trophies were presented by Capt Rees Ward, chairman of the RN Basketball Association.

Results were as follows: Plymouth 75 Scotland 55; Portsmouth 74 Royal Marines 49; Scotland 56 Naval Air 47; Royal Marines 50 Plymouth 65; Naval Air 65 Portsmouth 66; Naval Air 59 Royal Marines 66; Portsmouth 67 Plymouth 60; Royal Marines 67 Scotland 65; Plymouth 74 Naval Air 47; Scotland 48 Portsmouth 59.

Warm smiles greet Ark's royal visitor

OVER 500 members of HMS Ark Royal's ship's company, together with their families, welcomed Queen Elizabeth The Queen Mother during her visit to the carrier.

The visit marked her long-standing association with previous ships bearing the name Ark Royal which goes back to the Second World War. She launched the present ship in 1981 and her predecessor in 1955.

In addition to being patron of HMS Ark Royal, The Queen Mother has recently assumed the title Commandant-in-Chief for Women in the Royal Navy and this was the first opportunity for her to meet Wrens under the command since assuming her new appointment.

HMS Ark Royal, which completed her second seven-month deployment to the Adriatic, has been decommissioned and is being kept in a state of extended readiness. She will undergo a major refit in 1997 and return to service early in the next century.



FRIGATE DEPLOYS DOWN UNDER

THE Type 23 frigate HMS Monmouth, in company with a support vessel, will visit New Zealand later this year, breaking an 11-year defence stand-off caused by the country's position on nuclear weapons.

Ever since the former Labour government banned foreign warships which might be carrying nuclear weapons neither the RN nor the US Navy have visited the country.

The UK, which has a policy of neither confirming nor denying the presence of such weapons, made it clear in 1992 that surface ships would not routinely carry nuclear weapons. HMS Monmouth, therefore, will call in at New Zealand as part of the Australasia '95 deployment.

Santa drops in

DESPITE being many miles from home during the festive season, the ice patrol ship HMS Endurance entered into the Christmas spirit and welcomed Father Christmas on board.

One of the ship's red-nosed Lynx helicopters proved a suitable replacement for the red-nosed reindeer and flew Santa, laden with presents, to the ship.

The age-old tradition of making the youngest person on board captain on Christmas Day was duly fulfilled by 19-year-old STD Michael Mackie who relieved Capt Alan Phillips of his responsibilities.

During Christmas and New Year HMS Endurance operated in the Antarctic Sound and next month will enjoy a brief period in Punta Arenas before returning, once again, to the frozen waters of the Antarctic.

Freeze frame in Antarctica



JOIN the Navy and see the world... something OM(W) Coates has certainly managed to do at the tender age of only 17. The youngest rating on board HMS Iron Duke has only been in the Navy for ten months and is enjoying his first foreign run ashore in South Georgia.

As the Type 23 Cold Weather Trials ship HMS Iron Duke was well-prepared for the ice and snow during her visit to South Georgia to resupply and change over the resident garrison. In company with RFA Grey Rover the Royal Regiment of Fusiliers were ferried to the island to relieve the Royal Irish Rangers.

Iron Duke's helicopter was kept busy re-stocking safe houses in the mountains and provided a visiting film crew with exhilarating views for their new IMAX wide film format.

Ratings check the wine list

FOR THE FIRST time in the modern Royal Navy, junior ratings are being allowed to consume wine at sea as an alternative to beer.

Since December 1 all sailors over the age of 18 have been able to buy 10-centilitre bottles of wine from Naafi, each bottle counting as a third of a day's maximum 'allowance' of alcohol.

Before the change, junior rates' daily allowance was restricted to three cans of beer. Now individuals can opt to substitute each of the 330-millilitre cans with a 10cl bottle of wine.

The new regulation is an acknowledgement by the Navy that wine is increasingly popular among all young men and women, whether Service or civilian.

A message from C-in-C Fleet announcing the move recognises the changing taste and the desire in the Fleet for an alternative to beer, but stresses that there is no intention to undermine the privileges already held by senior rates.

POs at sea are allowed two

pints of beer or equivalent, while CPOs and WOs are limited only at the commanding officer's discretion. Drunkenness is, however, an offence under the Naval Discipline Act.

Alcohol allowances at sea in the Royal Navy are set against the background of widely varying sets of rules in other navies. The policy of total prohibition in USN ships is well known and closely mirrored in Norwegian warships where the only alcohol consumption allowed is by officers — and then only when their ships are alongside.

The Netherlands follows the RN's pre-war edict of one litre of beer per sailor per day. In German ships there are no limits imposed on off-duty drinking, although drunkenness is strictly verboten.

Wine tanks

Italy — the world's biggest wine producer — have wine tanks in their ships and share Germany's policy. In the French navy each matelot is allowed a quarter-litre of wine with each meal except breakfast. However, a spokesman for the French service said that their young sailors tended to prefer beer and soft drinks to their country's most famous product.

The Royal Navy's acceptance of wine may be regarded as a refinement — especially in the context of the Service's history.

As recently as 1970 each sailor was allowed a free tot — one-eighth of a pint of rum. Up

Submarine is found off Arran

MINE countermeasures vessels have found the wreck of the Second World War submarine HMS Vandal, lost with all hands in 1943 while on a training exercise off the Isle of Arran.

HMS Vandal, with a crew of 37, was last seen at anchor off Lochranza, in February 1943 but then disappeared without trace.

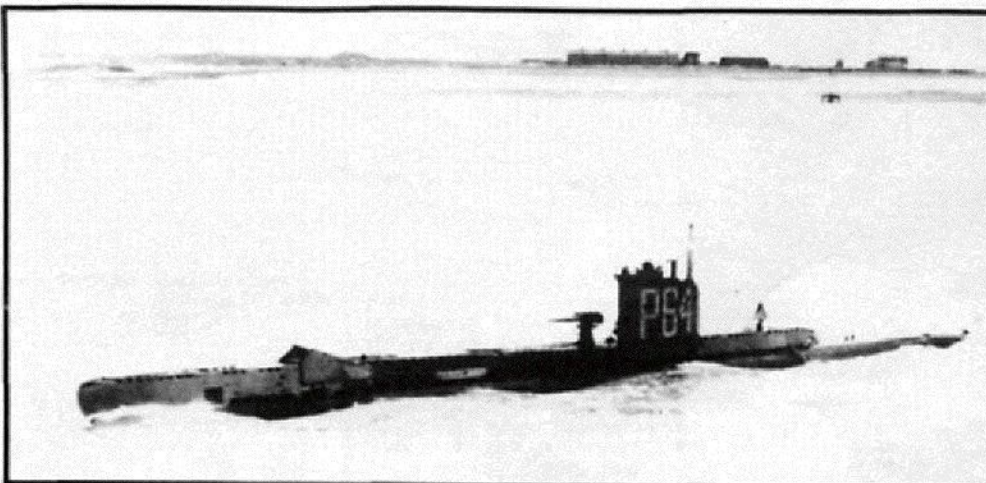
In June this year a tentative contact was found by HMS Hurworth in an area where local fishermen believed there to be a sunken submarine and this contact was checked by the minehunters HMS Sandown and HMS Walney last month.

The images they obtained were verified as being HMS Vandal by the RN Submarine Museum at Gosport, where Gus Britton, one of the museum's researchers who

served on another submarine of the same class, made a positive identification.

The wreck is now being treated as an official war

grave and Flag Officer Submarines, Rear Admiral Roger Lane-Nott, intends to lay a wreath over her position later this year.



● HMS Vandal, lost on February 23 1943.

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